M.R.O. 1—77,006—8-6-37.

(1) Number of pages 10

(2) Date of repair 24-7-42

(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 911 Press ~~Mis.~~

43-44

Dated 2 — 5 — 1862.

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department,
2nd May 1862.

Read the following :—

No. 43. MINUTE BY THE HONORABLE THE PRESIDENT.

¶ 1. The demand of the Chairman of the Manchester Cotton Company (Limited), made in rather an authoritative tone, is, that the North Canara District be handed over to the Bombay Presidency without delay. The complaints are :—

(1.) That all the promises made to the Company that the Shipping Pier at Sedasheghur and the new road from thence to Dharwar should be completed by February and March, have been and will be unfulfilled ;

(2.) That the Company will suffer very great pecuniary loss in consequence of, what Mr. Platt chooses to call, culpable delay in carrying out the proposed works ;

(3.) That the Cotton trade of India will suffer most grievously ;

(4.) That the delay may be described as a calamity to the Cotton Trade of England.

2. The assertion is, that the Dharwar Cotton may be generally substituted for that of American growth. With regard to the demand, as it has been complied with, it is unnecessary for me to say anything ; but with regard to the complaint, I have a right to observe that I am altogether unaware that any promise was made to the Company to the effect stated.

3. When the subject of the works required for the improvement of Sedasheghur Harbour was first referred to me, I pointed out the absurdity of a plan which embraced the construction of upwards of a mile of break water, costing upward of a million, for the defence of a Harbour which could only be the outlet of a trifling tract of country, and which was well sheltered during nine months of the year, and I proposed to limit the works to those which were necessary to facilitate the trade of the Port, or rather the trade which it was supposed, somewhat gratuitously, would flow to that Port. Instructions were therefore given to the Engineer to prepare Plans and Estimates for a Pier, which was accordingly done, and the means of constructing this were despatched from Madras.

4. The experience however of the south-west monsoon proved to the Engineer on the spot that the site proposed would not answer, and he was directed to select another. In the meantime I paid a visit to Sedasheghur, and after conversing with Captain Fraser, who had being lying in the Bay during the whole of the monsoon, and after a careful inspection of his plan and soundings of the Harbour, and a comparison of those with the plan of Captain Taylor, I arrived at the conclusion, based upon a long engineering experience, that to run out a Pier from the east side of the cove in shallow water and in water constantly getting shallower, would be both useless and expensive, and I adopted and directed the District Engineer to carry out the simpler, cheaper, and more readily executed plan of constructing a wharf along the deep water line of Carwar head.

5. Of the direction thus given, Mr. Haywood was perfectly cognizant, for the matter was discussed in his presence ; and his coadjutor Dr. Forbes stated at the time that he never had any idea that it was intended to run out a Pier from the east shore. Such an idea was never contemplated by Captain Taylor.

6. If therefore, as I gather from the complaints of Mr. Haywood, he has chosen to purchase land on behalf of the Company and to build on the east side of the Harbour, under the idea that a Pier was going to be built, he has no one to blame but himself ; for he was perfectly aware that no such Pier was intended by me to be built, and a simple question put to the District Engineer would have put him in possession of all the facts necessary to guide him in his decision.

7. With reference to the probability that the work would have been more quickly carried out by the Bombay officials than by those of Madras, Lieutenant-Colonel Walker's Report will afford sufficient explanation if any were necessary. There are, however, one or two statements made by Mr. Haywood relative to the discharge of men, which I should wish to have explained, and a reference on *these points* will be made to Lieutenant-Colonel Walker.

8. The complaints as to the pecuniary loss incurred by the Company; the grievous sufferings inflicted on the Cotton Trade of India; the calamity to the Cotton Trade of England; savor too strongly of an address by the Directors to the Shareholders of the Company as an excuse for failing dividends to need any remark.

9. I may say however, with reference to the scheme of an establishment at Sedasheghur, that, in my opinion, the Company would have acted more wisely had they placed their head-quarters in the dry country above the Ghâts. There they would have been in close proximity to the growers of Cotton.

10. The latter would have seen that the Company was in earnest; the crop would have been cleaned and packed in the dry climate of the upper country, and sent down whenever a ship was in readiness to receive it.

11. As it is, the Cotton will come down the Ghât probably in slovenly packed bundles, it will be liable to injury from moisture in coming down or in the stores in which it is proposed to place it.

12. This, however, is a matter which the Directors must settle with their Agent; should however they find out that he has not exercised a sound judgment in the selection of a site for their establishment, they must blame him, not the Government; at present the whole tone of Mr. Haywood's correspondence evinces a desire to throw responsibility off his own shoulders.

(Signed) W. T. DENISON.

April 1862.

No. 44. ORDER THEREON, 2nd May 1862, No. 911.

Ordered to lie over.

(Signed) W. H. HORSLEY, Lieut.-Colonel,
Secretary to Government.

and to say anything
further with regard to the
Entrance. I have
again to observe that I
am altogether unaware
that any promise was
made to the company
by the Govt stated. —
When the Surveyor first
work required for the
improvement of Cuddalore
harbour was first re-
ferred to me I pointed
out the objections of
a plan which embraced
the construction of a Mole
upwards of a Mile &
Breakwater which would
cost upwards of a
Million, for the defence
of a harbour which could
only be by subjecting a
shifting part of country
and which was still
sheltered during 9 months
of the year — and I pro-
posed to limit the works
to those which were necessary
to facilitate the Entrance of the
Port, or rather the Trade
which then was disposed,
somewhat capriciously,
would flow to that Port.
Instructions were however
given by the Govt to prepare
Plans for a Pier, which
was accordingly done
& the means of constructing
this were despatched
from Madras —
The experience however
of the Old Masonry &

proved to the Engineer that the
Pier could not be
constructed, and he was
directed to desist and this —
in the mean time I had
arrived at Cuddalore &
after conversing with
Capt. Frome who had
been lying in the Bay
during the whole of the
Monsoon, and after a
careful inspection of
the Plans & Soundings of
the Harbour and all the
Papers relative to the
Harbour I agreed with
Mr Taylor
Harbour Master arrived at
the conclusion, based
upon all my Engineering
experience, that the
from the East side of the
Cove in shallow water
and in water constantly
getting shallower, would
be both useless & expensive
and I adopted and
directed the Assistant Engr
to carry out this simpler
cheaper, and more
readily executed plan
of constructing a Wharf
along the deep water line
of Entrance of Cuddalore
Head —
The directions given
by Mr Haywood were perfectly
congruent to the matter
was discussed in the Presence

and his conduction on
Perseus stated at the time
that he never had any
idea of that ever en-
tended to remove a
Dock from the Eastern
Harbour and such
was never contemplated
by Capt. Taylor -
If Stanfer, as I gather
from the compliments
of Mr Haywood, had
chosen to purchase land
on behalf of the company
and to build on the
Eastern Harbour under
stood of the Harbour under
the idea that a Dock was
going to be built he has
no right to blame him
himself for he was par-
fectly aware that no
such Dock was intended
but he was intended
by me to be built, and
a compliment paid
to Mr Gibbins Engineer would
have put him in possession
of all the facts necessary
to guide him in his
decision - with
reference to the proba-
bility that the work
would have been more
quickly carried out
by the Bombay Officials
than by those of Madras

Lt Col Walker Letter cont.
upon will afford sufficient explanation of
answer necessary
then whenever one whose
statements grounded by
Mr Haywood relative to
Mr Gibbins engagement.
which I should wish
to have explained &c
reference on these points
will be made to Lt Col
Walker -
The complaints of the
pecuniary loss incurred
by the Company -
by the different differences
in price between the Cotton
in Bengal & Surat -
Bengal Indian -
Bengal Calamity to the cotton
Trade of England -
favour to strongly pro-
an address by the Directors
to the Shareholders of the
Company as an excuse
for failing dividends -
need any comment
I may say however with
reference to the scheme of
an establishment at
Ahmedabad - that in my
opinion the Company
would have acted more
wisely had they placed
their Head quarters in the
dry country above the
Ghauts - instead
there they would have been
more proximity to the
growers of Cotton

Britain would take
care that the company
was in Earnest: the
ship would have been
detained & packed with
dry damaged Sheep
County and sent down
Whenever a ship was
in readiness to receive
it — The letter will
also shew the Grant
came down very slowly
probably in Bundles &
will be liable to many
Given Months in
coming down or in
Parties in which case
I propose to plead —
This however is a matter
which the Court will settle
with their agent. Should
however they find out
that he has not exercised
a sound judgment
in the selection of additi
for their establishments
they must blame him
not the Govt — At present
the cotton trade have
work enough to
employ all their
responsibility of his
own shoulders —

April 1862 Nos 353 - 354 -

Copy sent to Letters England
D/10: 2 Inno No 11 of 1862

Public Works 1862 Deptt.
Proc: of Govt. for May

No. 1168.

Minute by the Honble
the President.

Dated } April 1862
Received 2 }

Stating his reasons for dispensing with the proposal of Constructing a pier at Sadasheghur and adopting the scheme for the erection of a Wharf in its stead and meeting certain complaints of the Manchester Cotton Company with regard to the above works.

No 911 -
Bombay Castle
2d May 1862

No 1148. - 44

No 911 - 2 Inno