M.R.O. 1—10,006—28-2-50.

(1) Number of pages _____

(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE

Government of Madras

public works DEPARTMENT

G.O. No.	2925 A	Press
~~B.P. No.~~	2925 B	Mis.
	2925 C	

76A @ 76D, 76E, 76F

Dated 4 - 12 - 1873 ~~195~~ .

Not to be folded or roughly handled

Read the following papers:—

No. 76A. From Colonel C. H. DICKENS, R.A., Secretary to the Government of India, Public Works Department, (Buildings and Roads—Civil Miscellaneous,) to Colonel G. W. WALKER, R.E., Secretary to the Government of Madras, Public Works Department, dated Simla, 5th November 1872, No. 460 B.—C.

In reply to your letter No. 2,036, dated 9th August 1872, regarding the proposed breakwater at Madras, I am directed to state that His Excellency the Governor-General in Council is unable to admit that sufficient reason has been shown to justify the Government of India in taking the exceptional course of accepting the project as an Imperial one; but is of opinion that if the breakwater is to be undertaken, the funds required for its construction and the interest on the outlay must be met locally, either under Act XXIV. of 1871, or by a Special Act to be passed for the purpose of constituting a Local Port Trust.

2. Having regard to the opinion expressed by the Chamber of Commerce, it will probably be desirable that the revenue expected to be derived from the breakwater, and the incidence of the dues proposed to be levied upon the shipping, should be more fully considered before acting on the subject.

No. 76B. Proceedings of the Government of India in the Public Works Department, (Buildings and Roads—Miscellaneous,) dated Simla, 29th August 1873, No. 369 B.—C.

From the Secretary of State for India, to the Government of India, Public Works Department, dated 17th July 1873, No. 63.

I HAVE received your Excellency's letter, No. 57 of the 21st May last, relative to Mr. Parkes' project for the formation of a close harbour at Madras. Previously to its receipt, I had, in compliance with the recommendation of the Government of Madras, and in accordance likewise with your Excellency's wish, arranged that Mr. Parkes should shortly proceed to Madras, to investigate on the spot the question of the best design for, and method of construction of, harbour works. The conditions of the agreement with him are detailed in a letter to him of the 22nd May last, of which a copy is enclosed. Those conditions can, should you think fit, be modified after his arrival in India, so as to provide for his visiting Cochin as well as Madras and Kurrachee.

2. You have very properly apprized the Madras Government that the expense of Mr. Parkes' deputation must be defrayed from funds at their disposal, though it will of course be charged to the project should the latter be eventually carried out.

3. In reference, however, to that eventuality, I notice with some apprehension a serious discrepancy between the views of the Madras Government and those of the Chamber of Commerce. The outlay required for the work being estimated at 1¼ crore sterling, interest on that amount, in the opinion of the Government, be obtained by imposing

a special *ad v* the port dues
ton for differen*torem* duty of ne per cen all imports and exports, and raising
alarm at the idea m the present maxin of 3 Annas to 8, 12, and 16 Annas per
heavy port dues. lasses of vessels. The hamber, however, confess to have taken
hereafter "done by s interest being sou t to be recovered by the imposition of
sailing ships are subject he bulk of the tra of Madras" is, they say, likely to be
ing necessity that formerl*mers which a* practically free from the risks to which
it is to be regarded as an open road eads," so that there is no longer "the press-
out of Imperial funds, the Cha so costly a work. If, indeed, they continue,
little delay as possible, and pushed dertaking to be constructed and maintained
advantage of Madras is its cheapnes ould be glad to see it commenced with as
to all its other disadvantages, the tra to an early completion;" but "the one
insomuch that those members of the C as a port, and were heavy port dues added
favour, contemplate with anxiety the e of the port would be seriously prejudiced,"
tend to drive trade away."

4. If the foregoing extracts accurately express the general feeling of the mercantile community, there can be sibility of its entailing charges that would repayment of principal being mad hope of that provision for interest and have been properly informed, you hout which as the Madras Government money for the project. ernment will be unable to promise any

From M. E. GRANT DUFF, Esq., to W PARKES, Esq., C.E., dated India Office, 22nd May

I am directed by the Secretary of St your letter of the 5th instant, respecting th in connection with the proposed harbour w 18 the first of the three arrangements sugges India in Council to acknowledge the receip of 200£ a month for the period, estimated s on which you are willing to proceed to Ma absent from England, with the payment of you that place; and to inform you that he accede occasions when you have visited India, and a you, viz., that you should receive a salary the like sum twelve months, after your return ceed four months, during which you may be in connection with the work during that time. ng and subsistence allowances as on previous

2. The Duke of Argyll has no objectio ius of 250£ for six months and a second bonus of a few days on your way to Madras, in order th consideration of which you will give your services of the experience gained from the harbour wor arrival at Madras should be deferred from Sep he proposal that you should visit Kurrachee for state that it will be necessary for you to ho ou may become acquainted with the latest results Madras Government may determine. ; but with regard to the proposition that your ber to the middle of October, I am desired to

Order.—Ordered that a copy of th self in readiness to proceed at the time that the of Madras, Public Works Department, referred to in paragraph 3 of the despat atch be forwarded to the Government

(Signed) ion as to the points

ncl, R.E.,
nment of India.

No. 76c. From the Hon. A. F. BR W Chairman f the Cham
merce, to Colonel G. W. WALK R.E., Secretary to er of Com-
Public Works Department, dated adras, 7th November 18 overnment,

The Secretary of State having depute Mr. Parkes, C.E., t DEPAR 3.
eport on the means of providing harbour a ommodation at *4th D* visit Madras to
ber have gladly availed themselves of this oppo tunity to agai is port, the Cham-
question into consideration. take this important

2. Mr. Parkes at once most courteously pla
members of the Chamber, and was good enough ed himself in communication with
Chamber's rooms and explain in detail his to attend a special meeting at the
Madras. ans for providing a harbour for

3. Mr. Parkes is in favour of a closed hark
breakwater proposed by Colonel Orr's Committ ER ur as opposed to the scheme of a
any opinion on the engineering questions whic e in 1869, and without expressing
projects have usually raised, the Chamber h S the partisans of these respective
financial grounds, Mr. Parkes' scheme comm h than o hesitation in saying that, on
all others that have been brought under the 7th s itself to their judgment above
remark that the information furnished by of notice. The Chamber may also
sand at Port Said and other breakwaters en Parkes as to the accumulation of
satisfactorily dispose of the st question, sandy beaches would seem to
heretofore in connection with a harbour has proved such a difficulty

4. Mr. Parkes proposes to run two piers this port.
(the situation of the piers being 500 yards nor and to ut, 1,000 yards from the shore,
screw-pile pier,) and to connect them by south respectively of the present
shore. The space thus enclosed would, water running parallel with the
smooth water, which would accommodate ve vessels, provide a closed harbour with
water, besides a number of native craft in nteen large ships at anchor in deep
piers would be constructed of blocks of co shallow water near the shore. The
blocks, it is understood, would be manufac te weighing 27 tons each, and these
Madras itself. Whether a harbour of the abo ve th a cheap and simple process in
at all times to accommodate the shipping of th dimensions would be large enough
Parkes has explained that in case it should be port is open to doubt. But Mr.
time, either for commercial or imperial essary and desirable at any future
accommodation, the harbour could be easi urposes, to increase the anchorage
pier from the shore to the north or south of enlarged by running out another
the breakwater. e original harbour, and extending

5. Mr. Parkes roughly estimates that e above scheme would cost about
£565,000, a sum so moderate in comparison he estimated cost of the proposed
breakwater that the Chamber trust that th overnment may now see its way
towards providing a harbour, the absence which has so long been an obstacle
in the way of the comm however, to that e dras, and a cause of such disasters to
shipping during t screpancy between the d, the cost of the breakwater seemed
so excessive when al Chamber of Commerce rns of the port that the Chamber,
fearing the resul millions sterling, interes s to pay interest on such a work,
did not hesit may, in the opinion of recommend that it should not
be undertal cas estimated cost of Mr. Parkes'

scheme, ho[wever] does not suggest [any] objections, and the Chamber are strongly of opinion that [the] trade of the port, whose growth though comparatively slow is steady, fully [justifies] the expenditure of £500,000 or £600,000, on a harbour. The Chamber [quite] agree with Mr. Parkes that so far as mercantile interests are concerned, the great object to be obtained in a closed harbour is the establishment of smooth water, whereby [the] shipping operations may be facilitated, and a considerable saving [in] cargo landing money ensured. But while the Chamber willingly admit that the trade of the port should bear a fair share of the cost of such a work, they are of opinion that the Government itself would derive from the many considerable advantages which the harbour—whether as a refuge for ships in distress, as an anchorage for [ships] of war, as a secure port for landing at all times and seasons troops or military stores, or as a means of improving the defences of the port—are an undoubted claim for a portion of its cost being borne by Imperial funds, and doubtless in this view, which it is hoped will be accepted by the Government, it will be matter for consideration whether Mr. Parkes' scheme ought not at first to be enlarged, but that the harbour designed by him may be made of sufficient size to give much more accommodation than appears to be at present intended.

No. 76D. ORDER THEREON

CIVIL WORKS, No. [illegible] 1873, No. 2,925A.

Chamber and answer be forwarded [illegible] ORDERED that the following reply their letters of the 5th Novem[ber] be sent to the Chamber of Commerce, No. 369 B.C, and with an intimation [illegible] and that copy of the letter from the will be reported in due course. to the Government of India, with reference to 1872, No. 460 B.C., and 29th August 1873, that [illegible] further action of this Government

(To [illegible]

(Signed) [illegible] Extract.)

G. W. WALKER, Colonel, R.E.,

Secretary to Government.

No. 76E.

(DOCKET NO. 2,9[illegible]

COPY of the above forwarded [illegible]B, dated 4th December 1873.)

(To be forwarded to the Government of India.

(Signed) [illegible] Extract.)

G. W. WALKER, Colonel, R.E.,

Secretary to Government.

Exd. S. T. Austin.

Spare Copies

PUBLIC WORKS DEPARTMENT,

FORT ST. GEORGE, *4th December* 1873.

No. 76F.

No. 2,925.

FROM

COLONEL G. W. WALKER, R.E.,

Secretary to the Government of Madras,

Public Works Department.

To

THE CHAIRMAN OF THE CHAMBER OF COMMERCE.

CIVIL WORKS, No. 3A.

SIR,—I am directed to acknowledge with thanks the receipt of your letter under [illegible] of the 7th ultimo, in which it is intimated to the Government [illegible] by Mr. Parkes' scheme of a closed harbour to be carried out at an estimated [cost] of breakwaters £565,000, commends itself to the judgment of the Chamber of Commerce [illegible] question, financial grounds. [illegible] such an extent as to induce them to withdraw, in its [illegible] harbour the objection expressed in their letter of July 1872 against a breakwater being undertaken except as an Imperial work.

2. A communication will shortly be made to the Board of Revenue directing them to report, after consultation with the Chamber, on the probable income to be derived from charges upon the trade and shipping of the port, and as to the form in which the increase of dues may be conveniently levied. And I am desired to request that the Chamber will be so good as to give the Government the benefit of their advice as to the financial details of the new project through the medium of the Board.

I have the honour to be,

Sir,

Your most obedient servant,

(Signed) G. W. WALKER, Colonel, R.E.,

Secretary to Government.

[illegible] prospects [illegible]

[illegible]stuous weather. In [illegible]

contrasted with the trade [illegible]

[illegible] necessarily heavy por[illegible]

their letter of 6th July [illegible]

except as an Imperial meas[illegible]

. S. T. Austin.

re Copies.

All communications should be addressed to the Secretary.

No. 365 C.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

BUILDINGS AND ROADS.

Miscellaneous

Simla the 29th August 1873

Read the following.

No. 63 dated 17th July 1873.

From

The Secretary of State for India.

To

The Government of India.
Public Works Department.

Para: 1. I have received your Excellency's letter, No. 57 of the 21st May last, relative to Mr. Parkers's project for the formation of a close harbour at Madras. Previously to its receipt, I had, in compliance with the recommendation of the Government of Madras, and in accordance likewise

with

with your Excellency's wish, arranged that Mr. Parkes should shortly proceed to Madras, to investigate on the spot the question of the best design for, and method of construction of, harbour works. The conditions of the agreement with him are detailed in a letter to him of the 22nd (May) last, of which a copy is enclosed. Those conditions can, should you think fit, be modified after his arrival in India, so as to provide for his visiting Cochin as well as Madras and Kurrachee.

2. You have very properly apprised the Madras Government that the expense of Mr. Parkes's deputation must be defrayed from funds at their disposal, though it will of course be charged to the project should the latter be eventually carried out.

3. In reference, however, to that eventuality, I notice with some apprehension a serious discrepancy between the views of the Madras Government and those of the local Chamber of Commerce. The outlay required for the work being estimated at 1 1/3 millions sterling, interest equal to rather more than five per cent, on that amount may, in the opinion of the Government, be obtained by imposing a special advalorem duty of one per cent. on all imports and exports, and raising the port dues from the present maximum of 3 annas to 8. 12. and 16 annas per ton for different classes of vessels. The Chamber, however, confess to have taken alarm at the idea of interest being sought to be recovered by the imposition of heavy port dues. "The "bulk of the trade of Madras" is, they say, likely to be hereafter "done by "steamers which are practically free "from the risks to which sailing ships "are subject in open roadsteads," so that there is no longer "the pressing necessity that formerly existed for so costly a work. If, indeed, they continue, it is to be regarded as an "Imperial undertaking to be constructed and maintained out of Imperial funds, the Chamber would be glad to see it commenced with as

"as little delay as possible, and pushed on
"to an early completion"; but "the one ad=
"vantage of Madras is its cheapness as a
"port, and, were heavy port dues added to
"all its other disadvantages, the trade of
"the port would be seriously prejudiced", in=
=sumuch that those members of the Chamber
"who view the scheme with unabated favor,
"contemplate with anxiety the possibility of
"its entailing charges that would tend to
"drive trade away."

4. If the foregoing extracts accurately express the general feeling of the mercantile community, there can be no hope of that provision for interest and repayment of principal being made, without which, as the Madras Government have been properly informed, your Government will be unable to promise any money for the project.-

---

India Office
22nd May 1873.

From

M. E. Grant Duff, Esq^re

To

W. Parkes, Esquire, C.E.

I am directed by the Secretary of State for India in Council to acknowledge the receipt of your letter of the 5th instant, respecting the terms on which you are willing to proceed to Madras in connexion with the proposed harbour works at that place; and to inform you that he accedes to the first of the three arrangements suggested by you, namely, that you should receive a salary of 200£. a month for the period, estimated not to exceed four months, during which you may be absent from England, with the payment of your travelling and subsistence allowances as on previous occasions when you have visited India, and a bonus of 250£. six months and a second bonus of the like sum twelve months, after your return, in consideration of which you will give your services in connexion with the work during that time.-

The Duke of Argyll has no objection

objection to the proposal that you should visit Kurrachee for a few days on your way to Madras, in order that you may become acquainted with the latest results of the experience gained from the harbour works; but with regard to the proposition that your arrival at Madras should be deferred from September to the middle of October, I am desired to state that it will be necessary for you to hold yourself in readiness to proceed at the time that the Madras Government may determine.—

Ordered that a copy of the despatch be forwarded to the Government of Madras Public Works Department for an expression of opinion as to the points referred to in para: 3 of the despatch.— Order.

W. Cummins Colonel R.E.
Deputy Secretary to the Govt. of India.

100

Chamber of Commerce

Madras 7th November 1873

From

The Honble A. J. Brown

Chairman, Chamber of Commerce

To

Colonel G. H. Walker, R.E.

Secretary to Government

Public Works Department

Fort Saint George.

Sir,

The Secretary of State having deputed Mr. Parkes, C.E. to visit Madras to report on the means of providing harbour accommodation at this Port, the Chamber have gladly availed themselves of this opportunity to again take this important question into consideration.

Mr. Parkes at once most courteously placed himself in communication with members of the Chamber, and was good enough

P.W. 1873 Depart. Financial Proceedings No. 4947

No. 1823

From.

The Govt. of India

Dated 29th Augt } 1873.
Rec'd 8th Sept. }

Rec'd 11th — No. 369 B.C.

Forwarding papers relating to Mr. Parkes' scheme for the formation of a close harbour at Madras & requesting an opinion on points noticed by the Secretary of State regarding the provision of funds &c. for the work.

No. 2925 Referred 2925-6.

Referred to the Financial Department with reference to paras 2 & 3 of the Secretary of States Despatch.

Walker Lt. R.E.
Secy: to Govt
P.W. Deptt.

Pacamunda
Sept 8/73

No 7613

to Actg Sec Sept 9 1873

enough to attend a special meeting at the Chamber's rooms and explain in detail his plans for providing a harbour for Madras.

Mr. Parkes is in favor of a closed harbour as opposed to the scheme of a Breakwater proposed by Colonel Orr's Committee in 1869, and without expressing any opinion on the engineering questions which the partisans of these respective projects have usually raised, the Chamber have no hesitation in saying that on financial grounds, Mr. Parkes's scheme commends itself to their judgment above all others that have been brought under their notice. The Chamber may also remark that the information furnished by Mr. Parkes as to the accumulation of sand at Port Said and other breakwaters on sandy beaches, would seem to satisfactorily dispose of the silt question which has proved such a difficulty heretofore in connection with any harbour plans for this Port.

Mr. Parkes proposes to run two piers out 1200 yards from the shore, (the situation of the piers being 500 yards North and South respectively of the present Screw-pile Pier) and to connect them by a breakwater running parallel with the shore. The space thus enclosed would, he states, provide a closed harbour with smooth water, which would accommodate 17 large ships at anchor in deep water, besides a number of native craft in the shallow water near the shore. The Piers would be constructed of blocks of concrete weighing 27 tons each and these blocks, it is understood would be manufactured by a cheap and simple process in Madras itself. Whether a harbour of the above dimensions would be large enough at all times to accommodate the shipping of the Port is open to doubt. But Mr. Parkes has explained that in case it should be necessary and desirable at any future time, either for commercial or imperial purposes, to increase the anchorage accommodation the harbour could be easily enlarged by running

running out another pier from the shore to the north or south of the original harbour, and extending the Breakwater.

Mr. Parkes roughly estimates that the above scheme would cost about £565,000, a sum so moderate in comparison with the estimated cost of the proposed Breakwater that the Chamber trust that the Government may now see its way towards providing a harbour, the absence of which has so long been an obstacle in the way of the commercial prosperity of Madras and a cause of such disasters to shipping during tempestuous weather. Indeed the cost of the Breakwater seemed so excessive when contrasted with the trade returns of the Port that the Chamber, fearing the results of necessarily heavy Port charges to pay interest on such a work, did not hesitate in their letter of 6th July 1872, to recommend that it should not be undertaken except as an Imperial measure. The estimated cost of Mr. Parkes's scheme, however, does not suggest such fears, and the Chamber are strongly of opinion that the trade of the Port, whose growth though comparatively slow is steady, fully justifies the expenditure of £500,000 or £600,000 on a Harbour. The Chamber quite agree with Mr. Parkes that, so far as mercantile interests are concerned, the great object to be obtained in a closed harbour is the establishment of smooth water, whereby landing and shipping operations may be facilitated, and a considerable saving of time and money ensured. But while the Chamber willingly admit that the trade of the Port should bear a fair share of the cost of such a work, they are of opinion that the many considerable advantages which the Government itself would derive from the harbour — whether as a refuge for ships in distress, as an anchorage for men of war, as a secure port for landing, at all times and seasons, troops or military stores, or as a means of improving the defences of the Port — are an undoubted claim for a portion of its cost being borne by Imperial funds;

and

and doubtless in this view, which it is hoped will be accepted by the Government, it will be matter for consideration whether Mr. Parker's scheme ought not at first to be enlarged so that the harbour designed by him may be made of sufficient size to give much more accommodation than appears to be at present intended.

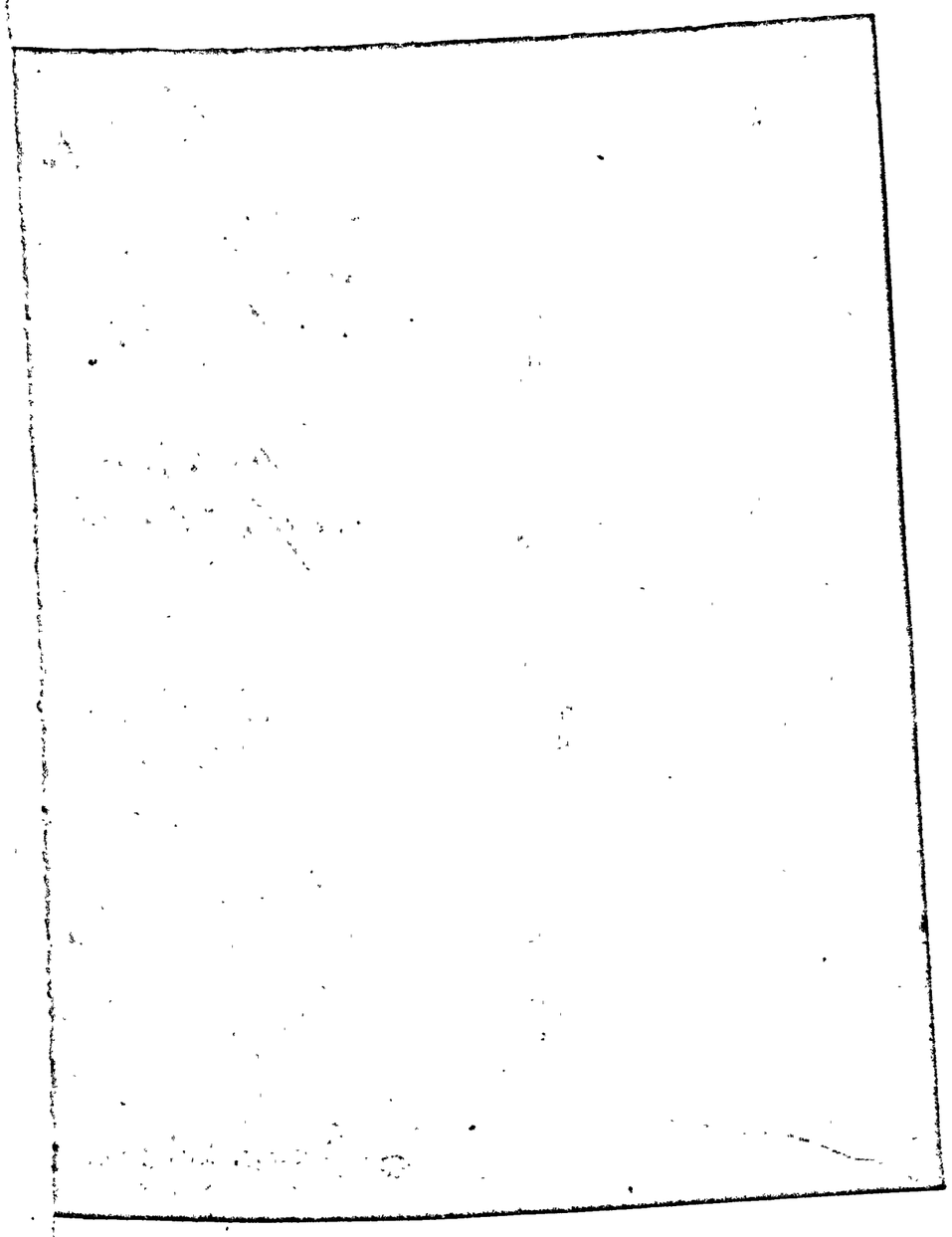
I have the honor to be

Sir,

Your most obedient Servant

A. C. Brown.

Chairman



P. W. 1893 Department
Dep. Sec. Dy. No. 6568.

From.
The Chairman,
Chamber of Commerce.

Dated 7th November 1893.
Rec'd 4th December "

Regarding the proposed formation of a Harbour at Madras and the incidence of the cost of the work.

No. 76-C

No. 2925-A-2925-B-2925-C.

Madras Harbour

Mr. Parkes' Report and the Chief Engineer's Memo:

I think it may now be assumed (without further hesitation, that (if we are to have a harbour at all) the kind of work suggested by Mr. Parkes is that which should be undertaken, and that we may base our future proceedings on that assumption.

What remains then to be done is:-
First, to ascertain that Mr. Parkes' harbour can be constructed at the cost (£565,000) which he estimates: and if not, at what cost it can be constructed.

On this point it would seem that our Public Works Dept. ought without delay to make a full report. I would not insist on any deputation to Kurrachee (which may not be necessary) but hold the Public Works Dept answerable for giving us a well- ~~and~~ considered and

* It seems necessary that Mr Parkes should in the meantime remain here.

sound opinion on this matter, based upon detailed facts and calculations which we can transmit to the Government of India.

Secondly:- we have to ascertain whether, considering the amount of shipping which frequents the roadstead, or rather which we may be expected in future to use, we are justified in relying on an income, to be derived from charges upon the trade and shipping of the Port, of at least £36,000 a year:- this being the amount necessary to meet the interest and sinking fund of the loan. Should this question should be referred, for immediate action to the Board of Revenue: which should be directed to place itself in communication with the Chamber of Commerce, with the Collector of Sea Customs, and with the Master Attendant.- Among the points to be included in the enquiry committed to the Board would be the best form in which to lay the required dues: and they should be reminded (as regards the amount of demand upon trade) that it is only fair that the commerce of the Port besides paying an equivalent for the actual charges for landing and shipping which it now incurs, should pay also for any increased facility or safety which these operations will derive from the existence of the new work.

These questions being settled, and the Port Trust Bill (which was made a sine qua non by the Govt of India) being passed, we shall be in a position to apply with confidence to the Govt of India for the required loan.- The loan being granted the arrangements for the execution of the Work would be entrusted to Mr. Parkes as urged in the last paragraph of the Chief Engineer's Memo:- I trust there will be no delay in deciding upon it in adopting these measures.-

Dec 1/73.

I wd. Communicate
Mr Parke's report – if
approved confidentially –
to the Chamber of Commerce
as proposed – omitting
the latter part of Para 1
of the Draft as unnecessary

I would ask them
to advise the Government
specifically how they
would propose to raise
the interest on the
loans and request
them to frame an Estimate
of the probable income
derivable from any
Loans

G. O. no. 29 25th
December 1823

since they may
suggest. I would add
that with a view to
all available information
and accuracy being
secured, the Board of
Revenue and Master
of Sea Customs have
been directed to put
themselves unreservedly
in communication with
the Chamber in order
if possible to come to
a common understanding
on this important matter.

I would calculate
the probable interest
as Rs. 35,000 to 40,000 and
not pledge ourselves
too closely.

I would not pledge
Government to any
Contribution - but only
the

the interest which
accrues during in
Construction is debitable
to the loan, which should
be so calculated as
to cover the interest
for 4 if not 5 years
of Construction.

Yours
J. Wilson.

We have two things
to do - first - make
as sure as we can
of the "products" of
the Vice President - I
concur with Mr.
Robinson that with
this view it is very
desirable that at
the Karachee works
should be visited by
some of our Engineers
and I would name
for

for the Purchase Col.
Walker L. Col Farewell.
It must be remembered
that we have to take
by the Lee home fleet
as well as our Ladies
and I think they
would feel perfect
confidence if they
able & experienced
Knowing Masters
officers were in a po-
sition to assure that
they had been a work
similar to the one
they took on. The
time occupied need
not be long - and it
will cause no delay
in the progress of the
scheme because the
time occupied will
be required to carry
out our second work.

G. C. No: 2925. 4 Wests/B

Mr. Darby would wish
you to - to take a
Sailors view of to-

y if ascertaining the
first table returns or
Savings can be had by
having a bar bour.
The fleet if public
The fleet will evidently
Sanction the loan
until the financial
bearings of the question
have been thoroughly
investigated. For
this purpose I would
call on the Chief Offi-
in command in
Hobt the Chamber
of Commerce - Collr
of Customs &
Master Attendant.
I think it would
be best to throw the
duty on the Board.
thereby assuring the

chamber on board
them assistance &
information -

I would say
nothing about pro-
tecting directly harbour -
or Contributing
towards it - what
we want to know
first is how much
can be borrowed
put from the trade
of the Port. If there
be in the Treasury
we can urge such
advantages of the State
as a reason for the
deficiency being met
from State funds -
One such advantage
that strikes obviously

3 Steamers. The
Military on the
Heights Headquarters
for the Sea-coast.
Batteries on the
North would be
very advantageous.

I would not
touch any part
of the Report.

L.O.C.

27. 11.

Gb 210 : 2925 · 4#
December 1873

The accompanying papers have been put in circulation at present, with a view to elicit orders as to the disposal of the letter from the Chamber of Commerce; whether its receipt should be simply acknowledged, or whether they should be invited to state explicitly what burthens the Port trade is capable of sustaining and how they should be made to fall. Also whether any proposal to contribute on the part of Government should be made.

From

In my note on the C. Engineer's memo I have stated the course which I think should be pursued - I do not consider advantageous that Govt. should call on Mess. & State specifically what they would advise

See note

Dec 24

Decided Govt

From the Hon^ble Mr. Robinsons' Minute it is understood that a simple acknowledgment of their letter is all that he would desire to commit the Government to.

Mr. Parkes' Report has to be dealt with separately; and a Memorandum on the subject will be circulated in due course. So far as he has been able to go into the subject, the most points appear to Coll. Walker to be such as to require decision by mankind rather than by Engineers. In an Executive point of view Mr Parkes' plan is about the nearest and cheapest that could be carried out -

It would appear therefore to be desirable that Mr. Parkes' Report should be referred thro' the Marine Dep^tt to the Master Attendant for further expression of his views; and thro' the Rev: Dep^tt to the Board of Revenue for consideration of the traffic returns assumed therein - Also to the Chamber of Commerce for information

Mr. Daly supplies marked to Revenue & Small; Still

Sir Communicate to the Marine Dep^t for remarks.

26/11 [illegible]

Sir Ask the Board of Rev: Lee Cust: Coll & Chamber of Com: to Communicate on the Subject of the financial prospects and details and mercantile arrangements of Colombo as a Port - I should then be able to form a Port

26/11

Sir I send a copy of Mr. Parkes report & the Govt. of India at once for consideration thereon pending fuller report of this Govt. + I think with this case can be more concisely & more conclusively & more much: & more readily - I will be ready to

+ the whole case not before them

L.C. No: 2925 4th December 1873

This matter is happily in a very forward State and what is wanted now is to give it all safe and well-considered expedition towards final decision and Execution.

The Government of India and Secretary of State are "ready" under certain Conditions. The question is does this thing before us fulfil these Conditions

We have now before us a very complete

Complete and carefully
drawn up scheme &
plan, and based on it
is a recantation of the
Chamber of Commerce
which removes the
difficulty under which
the Secretary of State's
last despatch was
written. There remains
therefore only the work
of thoroughly Examining
the Scheme from the
Engineering & financial
points of view.

As regards the
first - I think that
Mr. Parkes discusses
the dilemma between
an open road stead
with an open defensive
Breakwater across
it, and a close harbour
sufficiently

sufficiently clear to
justify our letting further
considerations of the former
aside at least for the
present. Be this as
it may. If we can
have a close harbour
with the certainties which
Mr. Parkes promises
for half the money which
the other would cost,
the mere financial
considerations must
confine our Examination
exclusively to the latter
Scheme for the present

We want the Scheme
and Estimate thoroughly
Examined by our own
Engineer. Will he bring
this? and can it be
carried out for the
money?

To enable sound
judgments on these
points I venture to
think

think that the Study of the work at Kurrachee is required and I would depute Colonels Walker & Iverson & Farewell & Hurd Engineer Officers to examine these works & their Cost, ~~landing charges~~ and the Condition of trade, landing charges &c. on the Spot. Three weeks or a month should suffice to enable this Committee to report on the whole Scheme with reference to that precedent.

With this report me should have the result of a thorough Examination of the Estimates in the ~~Lt~~ Spot and Especially an opinion whether the Calculations would do as a material for Harbour [illegible] fathoms

As regards the financial

I'll write to Col Rose & the Govt of India that the Govt. Bund an Officer to

I would leave the Rule-pd On our Officers an

Enquiry be for [illegible]

[illegible]

financial matter I would have a thorough inquiry into the thing by a Committee Consisting of a Member of the Board of Revenue, Collector of Sea Customs and a Member of the Chamber of Commerce. We may have to legislate and such an inquiry will form the proper ground work for such action.

12/11

I am not to alter my impression that as regards the Karachi works - as regards the suitability of the Method of construction &c. for our work - from a distance of our own Engineers - We want Mr. P's estimates &c. &c.

Mr. Parkes report on Karachi - 1852 (Feb) &

We do not take exception to so far as it goes but it will not justify our dispensing with a report from our Engr. in Chief on a thorough investigation of the whole project

26/11 JWB

GO no: 2925 - 4th December 73

Chief Engineers Madras

The Plan of a Harbour at Madras now submitted by Mr Parkes is, as stated in para. 4 of his Report, substantially the same as that submitted by him in Sept. 1872, and rejected with G.O. no: 830 of 17th March 1873. That Plan is of a Close Harbour to be formed by 2 Jetties run out from the shore 500 yds North & South respectively of the present piers, to enclose an area of 1200 yds or into 7½ fathoms water; when they would be turned to meet one another all but a space of 150 yds left for the entrance of ships. The method of construction to be similar to that adopted in the Kurrachee Harbour and the cost £565,000, a sum at 1/3 Million Sterling the Estimate for the Harbour.

Considering that this Harbour, in the opinion of the mercantile community at Madras, cannot possibly be raised without increasing

the Brethren of the Port to
an effect that would more
than counterbalance any
benefits that might be
derived; and considering
that in para. 40. of their
Report the Breakwater Com-
mittee themselves do not
hesitate to ~~recommend~~ ac-
knowledge their preference
for an inclosed Harbour,
provided it were exempt from
the danger of shoaling up,
Mr Parkes's scheme has claims to
special consideration both
on financial and Engineer-
ing grounds —

Mr Robertson, in his Report,
was of opinion "that there may
be as much, if not more, dan-
ger from shoaling in the case
of a breakwater, as of an in-
closed Harbour; but evidently
does not believe in littoral
currents of such velocity as
to be capable of transporting
such large quantities of
sand as could practically
endanger either work; altho'
he desires further information
on the subject of the cur-
rents & motion of sand —

In my Memorandum of the
8th May 1872, on Mr Robertson's
Report, I have stated my dis-
belief of any sufficient ac-
tion of currents and sand
drifts either way, believ-
ing the true objection to
a close harbour to be theore-
tical one of difficult ac-
cess. The same opinion
are stated in a letter to the
Master Attendant of Ma-
deira, recorded with G.O. M.
1447 of 29th May 1873. And
in the Memorandum which
accompanied the letter to the
Secretary of State for India
No 831 of 17th March 1873, I
stated it to be probable that
on nautical grounds the shape
to be taken by a close Harbour
should be that of two jetties
projected into 6 fathoms water
headed by but not connected
with a Breakwater in 7 fathoms
or more, so that there should
be two openings sufficiently
of ingress and egress, not
exposed to direct action of the
ocean swell —

In his remarks printed with Mr Parker's letter of 29th Sept. 1873, Sir Arthur Cotton distinctly repudiates the idea of either a close Stone breakwater, as proposed, being eventually inconvenienced by shoaling up of sand. And he comes to the conclusion suggested by myself that if two perpendicular jetties are used for construction of harbours their ends should not be joined but covered with a Breakwater parallel to the shore, leaving two openings North & South way of access and shelter from the swell —

In paras 56 to 62 of Mr Parker's Report are discussed the comparative advantages of one or two entrances — He there that the danger apprehended from heavy seas rolling in directly through a single entrance has been exaggerated from ignorance of the extent to which such seas become reduced as they spread

over the still waters between the breakwater & the shore, & that the entrance help of only half the morning ground that has to be kept clear for ships to bring up in. But he handly states the case fairly in regard to two entrances north & south, beyond which the breakwater would project to an extent which would completely obscure the natural expanse of any sea — as in the entrance to a double entrance detached breakwater would greatly increase the difficulty and expense of carrying out the work on Mr Parker's system; and if Nautical men are satisfied as to the probability of useful and safe harbour mouth, it will be much more convenient to adhere to Mr Parker's design —

The use of Patents of the best quality, in large blocks,

for the Rubble base of the Piers, 4 fathoms below the surface of the sea, appears to be unobjectionable: but it is doubtful whether he has sufficiently considered the details of that portion of the work which he proposes to construct entirely of Rubble from the stone note 4 fathoms water, through the Surf.

The services of Mr. Parkes having been secured, by arrangement with the Secretary of State for India, for twelve months after his return to England, in connection with this work, can best be utilized by requiring him to submit his designs to the most competent nautical authorities at home for decision as to the entrance to be adopted, and his attendance to competent Contractors, with whom he might be advised to arrange for the execution of the work in the shape finally determined on —

G. Walker Lt. R.E.
Chief Engineer
D.P.W.

Madras
26th Nov 1873.

No. 2925 P.W.D.

Pro. of the Madras Government.

Read again Letter from F. Parkes Esqr.,
forwarding his Report on the formation of a Harbour at
Madras and recorded in G.O No. 2725 B dated 7th Novr. 1873.

Read also the following:-

Memo by the Chief Engr. & H.E. dated 26th Novr. 1873 /
P.W.D. 3

His Excellency the
Governor in Council resolves
to communicate Mr. Parkes'
report on the Madras
Harbour to the Chamber
of Commerce and the
Marine Department, and
to remit to the Chief Engr.
P.W. and the Inspecting
Engineer for Ports and
Communications the duty
of reporting on the details
of Mr. Parkes' Estimate
of £565,000 for the
project, both as to the
materials to be used, and
the rates allowed -

His Excellency in
Council resolves also to

request the Board of Revenue to place itself in immediate communication with the Chamber of Commerce, the Collector of Sea Customs and the Master Attendant, for the purpose of enquiring and reporting as to the probable income to be derived from charges upon the trades and shipping of the Port, and the best form in which to levy the required dues; it being borne in mind that, as regards the amount of the demand upon trades it is only fair that the Commerce of the Port benefits paying an equivalent for the actual charges of landing and shipping which it now

For the purpose of

Last Year

Advertising in that

Native Press

he would recommend that the Madras Harbour Works should be carried out -

Lt. W.
3.12.73

strike the execution of this project under his professional direction, that Settlements will be requested to state for the information of Govt. in full detail, the views as to the executive agency by which, and the principles & manner in which the Kurnachee Harbour Work

incurs, should pay also
for any increased facility
or safety which these
operations will derive
from the existence of the
proposed Harbour

G.W.W.

Estimated
Cost of Harbour and
Estimated £36,000

Chairman Chamber of Commerce
Marine Departt
Harbour Master attendant
Admiralty
Asst Engr Port & Harbours
Asst Surgr Departt
Ba & Rev:
Collr & Sea Customs
W. Parker Esq. C.E.
Dt Engr Presidency

Dept 4/12/73 Letter 50 Copies of
Depts to all others 5/12/73 Letter Reports

5020

Public Works Department

Letter from the Government of Ceylon. Public Works Department No. 460. B. C. dated 5th Nov. 1872.

Circulated

for orders.

Colonial Secretary's Office

Fort St. George. 16th Nov. 1872

Secy to Govt.

No. 75-76.

Financial Department

No 1623

From the Govt of India dated 29th Aug 1873

For Orders

Referring to the views expressed in a letter to this Govt from the Chamber of Commerce, the Secretary of State observes that, if these views "express the general feeling of the mercantile community there can be no hope of that provision for interest and repayment of principal" which must be a condition of the loan for the breakwater:-

I think the letter of the Chamber of Commerce can hardly be considered to express the general feeling of the mercantile community, or even the deliberate and unalterable opinion of the Chamber of Commerce itself: inasmuch as the Chief Members of that body, when examined by the Committee which reported on this subject in 1870, (or 1869) expressed a contrary opinion, and the readiness of the Chamber to agree to the proposed increase of Port dues:- and inasmuch as there was

do not now require

also no inconsiderable
at that time ~~this~~ likelihood" that the trade of the Port would for the future be carried on by Steamers, ~~as then~~.

"But (2) supposing that the letter of the Chamber of Commerce really expressed the opinion of the mercantile community:- the inference drawn by the Secty of State is anything but inevitable. "I imagine that if it had depended on the opinions of Chambers of Commerce, the world might have had no harbours at all. Such institutions have an unreasoning horror of Port dues in any shape, and are apt to prefer, to their own detriment, the cheap and dangerous mode of conducting business." The opinion expressed by the Chamber of Commerce is of value, not because it is their opinion, but in so far as it is sound, and no further. How it may easily be shown that the opinion is by no means justified by the facts and probabilities of the case... The first statement of the Chamber is that, the risk being less to steamers, "there is no longer the pressing necessity" for a breakwater... But much justice need be taken of this statement, for the Chamber go on to admit that the breakwater would be of very great advantage to the Port, if the Port had not to pay for it... I may add, that two of the Captains of the P. & O. Company have expressed to me their opinion of the immense value of a breakwater at Madras, even if every ship in the Roads were a steamer: and further, that it is not in the least probable that the Port will ever be without a fair supply of sailing vessels...

The second statement of the Chamber is more to the purpose, & is that which has alarmed the India Office... It is that trade will be deterred from using the Port by the proposed high dues, instead of being as now attracted to it by low dues... This was answered in our letter to the Govt of India of 27 Augt 1872 (par. 4). The answer is twofold, viz (1) that the proposed dues will not be (virtually) much if at all higher than they are now, since allowance must be made for the expenses of landing and the time lost in it, and the heavy rates of insurance, in the present undefended state of the Roads: and (2) that the proposed dues are far lighter than those now levied in Calcutta and Bombay.

R.C. 20 (no 21) 72
18 Aug 72 R. 19

do not now require it

with a breakwater & harbour
Madras will, in fact, be almost if not quite
as cheap a Port as it is now; and on the whole,
we may confidently assure the Secty of State
that there is (as we have already shewn) every
probability that the receipts on account of
the work will be amply sufficient to cover
the interest and sinking fund of the loan. It
would be really lamentable if the random
sentences of the Chamber of Commerce, panic-
stricken at the near approach of the Port dues
to which it formerly assented, were to blight
this most necessary and reasonable project,
at the very moment when, with great pains
and difficulty, it has been brought almost to
maturity. If Calcutta or Bombay had
been without harbours, there would have
been no chance in this case of such a catastrophe.

Oct 18/73

2nd Sept
Asst Com

I concur. Does
the Chamber really mean
that their enhanced dues - ad Valorem
saving in boat hire - time - risk and
bile really either destroy or Rise every ar
trade? Sdr

C.B. 10
R 11-10

10/5/11

A.C. 20 Nov 11/72
b 18 Hartop p 2-19

Of course we
cannot put this
note's construction
on the words of the
Chamber of Commerce.
They distinctly mean
that the work is not
worth the money, and
the increased charges
but it it must be
would be detrimental
to Commerce. They
close the discussion
- for all practical purpose -
by saying if you want
the breakwater, you
must construct it
at Public Cost. We
do not now require it
with

with its future business.

The General Condemnation of the Conduct of the Chamber of Commerce has no foundation in fact as Evidence by works in England, America &c. They are General the promoters and bankers of such Enterprises, and are often better judges of possible financial results than Engineers.

We may doubt the judgment of our Chamber of Commerce, disparaging their fears and decide to traverse it by disproving the accuracy of their conclusions. But we must do so

clearly and accept the responsibility of proceeding with the work in spite of their advice.

I would refer this dispatch to the Chamber of Commerce and ask them whether they see any reason to modify their view, which has naturally caused anxiety at home, and whether they wish to favour us with a fuller exposition of their reasons with the facts, which to weigh with them — the Council — before we prepare another estimate accordingly.

I should like also the Estimate of prospective income from the work with the

the Sources from which
derived.

24/10 RR

I am directed to acknowl-
edge receipt of your letter of
the 7th Inst. in which it is
intimated to the Lords Trust
Mr Parkes's scheme of a closed
Harbour to be carried out
at an estimated cost of
565,000 commends itself
to the judgement of the Cham-
ber of Commerce as prim-
icial grounds; & such an
extent as evidence them to
withdraw, in its favour, the
objection expressed in their
letter of July 1872, against
a Breakwater being made
taken except as an
rial work ~~detriment~~ on
account of its excessive cost;
to meet which, and the in-
terest thereon, would have
involved, in the opinion of
the Chamber, such burthens
on the trade of the Port as
would have neutralized the
avg accommodation of Harb-
bour; viz its cheapness, &
would have tended to drive
that trade away - Whereas,

in the opinion of the Chamber, the scheme now brought forward is calculated to establish facilities for landing & shipping operations [illegible] double running of trades at more, at a cost which the steady growth of the trade of the Port fully justifies its incurring -

Mr Parkes's scheme has not yet been considered by the Govt. either in its engineering or financial aspect; and in order to enable the Govt. to lay its Financial prospects clearly before the Govt. of India & Secy of State in order that their permission may be obtained for raising the necessary Loan, I am directed to enquire in what precise manner the Chamber would advocate the levy of the £36000 which, at 6 per cent on £600,000, would be required to meet the interest of 4½ per Cent on the Loan, and to provide for the repayment by annual instalments -

The question of the enlargement of Mr Parkes's scheme is one that cannot now be entertained - Should it from the first, or hereafter, be found necessary to extend the accommodation for Imperial purposes as a Steam Royal Naval Port, of Refuge, " " or a means of improving the defences of Madras The Govt. will be prepared to carry out such extensions on Imperial & Provincial grounds - But at present the only benefit that the Govt expect to derive consists in improved facilities for landing & shipping troops and stores; & consideration whereof they will be prepared to meet the liabilities which must be incurred in payment of interest while the work is in progress, calculated at

Rs 1,20,000	after the 1st Year,	
2,40,000	——— 2d ———	
3,60,000	——— 3d ———	
or 7,20,000	in all -	

Lt W.
11.11.79.

No 2925 A. P. M.d.

Pro. of the Madras Govt.
Read the following:-
From the Govt of India (H.E. No 460 B.C. of 5 Nov/72)
From the Govt of India (H.E. No 369 B.C. of 29 Aug/73)
" Chairman, Chamber of Commerce - of 7 Nov/73)

Ordered that the following reply be sent to the Chamber of Commerce, and that copy of the letter from the Chamber be forwarded to the Govt of India with reference to their letters of the 5th Nov. 1872 No. 460. BC and 29th August 1873 No. 369. BC, and with an intimation that the further action of this Government will be reported in due course.

(A carey)

24/12

Docket No 2925 of 4 Dec/73

Copy of the above for-
warded to the Govt of India.

h.s-desp.a 4/12/73 inter
h.s copy of letter
No. 2925 B of 4/12/73 forwarded
Copy of the Harbour Report
P.C. Desp.a 17/12/73.

No 29252 C

To The Chairman of the Chamber of Commerce

Sir.

I am directed to acknowledge with thanks the receipt of your letter of the 7th ult.o in which it is intimated to the Govt. that the Mr. Parkes' scheme of a closed Harbour to be carried out at an estimated cost of £565,000 commends itself to the judgment of the Chamber of Commerce as financial grounds; to such an extent as to induce them to withdraw, in its favour, the objection expressed in their letter of July 1872, against a Breakwater being undertaken except as an Imperial work.

I

2. A communication will shortly be made to the Board of Revenue directing them to report, after consultation with the Chamber, on the probable income to be derived from charges upon the trade and shipping of the Port, and as to the form in which the increase of dues may be conveniently levied. And I am desired to request that the Chamber will be so good as to give the Government the benefit of their advice as to the financial details of the new project, through the medium of the Board.

I have &c

To the Chamber of Commerce

In. S. dept. 4/12/73.
O-C — 6/12/73
2 6/12/73

Govt. of {1873} Madras.

PUBLIC WORKS.

To The Chairman of the
Chamberg Commrs

Dated

Recd. Encl.

G. O 4th Dec 1873, No. 2925.

Nos. 175 & 176

Madras Harbour. Papers
relative to Mr Parkes'
Report on the formation
of a Harbour at Madras.

No. 5626.4941.6568

Govt. of {1873} Madras.

PUBLIC WORKS.

To The Secretary to the Govt of India
&
To The Chairman of the Chamber of Commerce

Dated

Recd. Encl.

G. O. 4 Dec. 1873. No. 2925 A.
2925 B & 2925 C

Order Nos. 766 A & 766 B. 766 C. 767.

To Chamber of Commerce

Encl Res Harbour. Passing orders on papers relating to Mr. Parkes' scheme for the formation of a Harbour.

Acknowledging receipt of letter regarding the proposed Harbour at Madras and expressing the hope that the benefit of the advice of the Chamber as to the financial details of the new

To Govt of India

Forwarding Copy of G.O. on papers relating to Parkes' scheme for the formation of a Harbour at Madras.