

(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.	389 (W)	Press Mis.
Dated	5-2-	1877.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
3rd February 1877. No. 389.*

No. 146. Read the following endorsement of the Chief Secretary to Government, Marine Department, dated 1st February 1877 :—

From J. H. TAYLOR, Esq., Lieutenant, R.N.R., Secretary, Harbour Committee, to the Hon. W. HUDLESTON, Chief Secretary to Government, Marine Department, dated Madras, 1st February 1877.

I HAVE the honor to forward, for the consideration of His Grace the Governor in Council, the Proceedings of the Harbour Committee held on the 31st January 1877.

HARBOUR COMMITTEE.

31st January 1877.

PRESENT:

Honorable P. MACFADYEN, *Chairman.*

Colonel W. T. F. FAREWELL.

J. JONES, Esq.

F. N. THOROWGOOD, Esq.

Captain J. H. TAYLOR, *Secretary.*

RESOLVED that a point having been raised by Captain J. H. Taylor regarding the construction of the work which requires a reference to Government, that officer be requested to draft a letter for circulation to the Committee and submission to Government, to which an immediate answer will be requested; and pending this reference no further action be taken in the matter of the tenders previously opened.

From J. H. TAYLOR, Esq., Lieutenant, R.N.R., Master Attendant, to the Harbour Committee, dated Madras, 1st February 1877.

I FEEL it my imperative duty (now that the intended process of construction of the south groyne has been explained to be exactly similar to the north groyne, viz., small stones thrown down) to protest, in the interests of the Port, against any repetition of that failure. It so happened that the beach to the northward being not required for much trade the evil was not so apparent; but still I had to ask permission of Government to remove the native shipping to the south, and to stop boat traffic north of the iron pier. The quantity of waste was immense, and instead of a commencement of a harbour, only a new foreshore has been accomplished, from which Mr. Thorowgood is making a promising start with blocks.

As it is self-evident that similar action will produce similar results, I beg to point out that the whole trade of the Port and pier will be endangered, if not destroyed, at a time when it has become unexampled in the history of Madras, and when difficulty means distress. I should have brought this matter forward earlier, if Mr. Parkes had encouraged discussion as directed by Government Order; but hearing that stone was indented for, and seeing that Mr. Thorowgood had inaugurated a new and apparently successful policy, I took it for granted that it would be followed in future. Mr. Parkes' real opinion of the uncertainty of the rubble banks is evident from the fact of his not attempting to restore the ruined portion in its original design, but placing blocks instead, and the change for the better commenced from that date. Moreover, I feel persuaded that very low tenders and inexperienced contractors are fatal to any marine work, and I beg to recommend that the opinion of Government be respectfully asked upon both points, and an early reply requested.

REFERRED to the Public Works Department.

(Signed) W. HUDLESTON,
Chief Secretary.

Proceedings of the Madras Government, Public Works Department,
3rd February 1877. No. 389.

No. 147.

ORDER THEREON, 3rd February 1877, No. 389.

CIVIL WORKS, No. 14.

From the experience of last year it appears to Government probable that the stone used in the construction of the southern surf-bank will be scattered by the action of the surf, so as to make half the space between the southern bank and the pier rough, and that thus serious impediment will be offered to the trade of the Port.

2. His Excellency in Council desires the Harbour Superintendent to report how far, in his opinion, the construction of the surf-bank may be expected to interfere with the beach traffic; and also whether any permanent injury would accrue from the suspension of the work of deposit, until pressure of famine trade is over—the construction of blocks, &c., being still continued in anticipation—or whether concrete blocks might not be used for the southern bank, so as to avoid the danger of a rock-strewn shore for the boats. This question should be considered on the assumption that the present amount of traffic, or nearly a similar amount, must be continually occurring during the next eight months.

(True Extract.)

(Signed) JOHN MULLINS, Lieut.-Colonel, R.E.,
Secretary to Government.

I entirely concur
in His Grace's proposals
MB
Mol
2/2

This raises the question
really of whether the
Southern Surf bank can
be carried on with safety
of the traffic - during
the suspension of the
supply of food in port.

I think it as appears
probable from the experience
of the past year - that
the space from the
of Surf bank means the
fill becomes rough from
the stone of the bank
being scattered over it -
very serious impediment
will be offered to the trade
of the port.

I think Mr. Thompson
should be asked to
report how far the
construction of the pier
bank may be expected
to interfere with the beach
traffic — & also whether
in his opinion any
permanent injury
would accrue from
the boats of deposit
being suspended until
supplies of famine trade
is over — The construction
of blocks or being still
continued in ~~for~~ anticipation
or whether blocks might

not be used for Southern
bank so as to avoid the
danger of a ~~stone~~ rock
stream shore for the boats.
And this question should
be considered on the ~~subject~~
that the present amount
of traffic or nearly
similar must be
continually occurring
during the coming 8
months —

Boat 2/2/77

For Orders

March 1st February 1877

To

The Harbour Committee

Gentlemen

I feel it my imperative duty
now that the intended process of construction
of the South Quay has been explained to
be exactly similar to the North Quay (by
small stones thrown down) to protest, in
the interests of the Port, against any re-
petition of that failure. It so happened
that the beach to the northward being
not required for much trade the evil was
not so apparent, but still I had to ask
permission of Government to remove the
native shipping to the South, and to stop
boat traffic north of the Iron Pier. The
quantity of waste was immense, and instead
of a commencement of a harbour, only a new
quarantine has been accomplished, from which
Mr. Thorneycroft is making a promising start
with the blacks.

So it is self evident ^{good} that
similar action will produce similar results.

I

I beg to point out that the whole trade
of the Port and Pier will be endangered,
if not destroyed, at a time when it has
become indispensable in the history of
Manhattan, and when difficulty would arise.
I should have brought this matter forward
earlier, if Mr. Parker had encouraged
discussion as directed by G. O., but knowing
that stress was intended for, and seeing
that Mr. Tharowood had inaugurated
a new and apparently successful policy,
I took it for granted that it would
be followed in future. Mr. Parker's
opinion of the uncertainty of the public hand
is evident from the fact of his not attempt-
ing to restore the ruined portion in its
original design, but placing blocks instead,
and the change for the better commenced
from that date. Moreover, I feel persuaded
that very low tenders and inexperienced
Contractors are fatal to any Marine work,
and I beg to recommend that the
sponsor of Government be respect-
fully asked upon both points, and

an early reply requested.

I have the honor to be
Gentlemen
Your Most Obedt Servant.

Harbour Committee
31st January 1874.

Present.

Colonel Sturwell
Honorable P. Macfarlane
J. Jones Esquire.
P. F. Thoroughgood Esquire
Captain J. H. Taylor Secretary.

Resolved that a point having been raised by Captain J. H. Taylor regarding the construction of the works, which requires a reference to Government. That officers be requested to draft a letter for circulation to the Committee and submission to Government, to which an immediate answer will be requested, and pending this reference, no further action be taken in the matter of the matters previously opened.

J. H. Taylor Martin Sturwell
Secretary

P.W.D.

1877

1154

Woods as, 1st February 1877.

S

The Honorable W. Woodleston
Chief Secretary to Government,
Marine Department,
Port Saint George.

Sir,

I have the honor to forward
for the consideration of His Grace
the Governor in Council the proceedings
of the Harbours Committee held on
the 31st January 1877.

I have the honor to be

Sir

Yours most Obedt Servt

A. W. W.

Secretary,
Harbours Committee.

1154 117

P.W.D.

3777

1151

No 389.

Public Works Department.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Under date the 3^d July 1877.

Read the following:—

From the Marine Dept. (H. R. No. 711 Sept 77)

From the experience of last year it appears to Government probable that the stone used in the construction of the Southern Surf bank will be scattered by the action of the Surf as far as one half the space between the Southern bank and the pier rough, and that thus serious impairment will be offered to the trade of the port.

His

Marine Department
Dated 1st February 1877

Enclosure

by 42

Exp to 2568. 7-26-9-76.
" 3343. 9-12-76
" 3690. 19-12-"
" 7. 4-1-77
" 535. 5-1-77

No 146-

Cin 3-2-77

Mr. Galleney in Council
decided the Auditor's
intent to report
how far in his opinion
the construction of the
Chief Clerk may be
expected to interfere
with the Bench's
and also whether any
further inquiry would
arise from the
provision of the work
of deposit until the
case of former trials
is over - the consultation
of blanks, etc., having
still continued in
anticipation - as a better
method to be
not found.

as to avoid the
danger of a new
share for the
and this question
to be considered as the
assumption that the
present amount of
trading nearly at
similar amount, must
be continually
increasing during the
next eight months.

See here left
Main Top
D. 6-2-7)

1154

Govt. of Madras
Public Works.

The Engineer-in-Chief

Date:
To:
From:

11/10/16
W. W. Wood

11/10/16

Madras Harbour

Passing order in
the report of the Harbour
Committee
referring to report
some of points raised
by the Harbour Committee
regarding the
destruction of Southern
buck head of the

to the Harbour