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TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

P. W. D. DEPARTMENT

G.O. No.
B.P. No.

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Dated

29. 10. 1880-197

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2502-A-P
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GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

29th October 1880, No. 2,502-A W.

Buildings and Roads.
Civil Works.

Read the following papers :—

No. 126. From F. N. THOROWGOOD, Esq., M. Inst. C.E., Superintendent, Madras Harbour Works, to the Secretary to Government, Public Works Department, dated Madras, 18th October 1880, No. 49 W.

I HAVE the honor to enclose herewith copies of correspondence between the Examiner of Public Works Accounts and myself regarding funds for these works.

2. You will see that I shall require Rs. 1,57,230 in addition to the Rs. 12,00,000 sanctioned for the current year for the works alone. But the Examiner tells me that I ought to allow for the moorings in my request for supplemental funds.

3. I am not aware in what state the mooring contract at home is, so I allow Rs. 1,80,000 additional, which should be sufficient to cover the cost of what will be done by 31st March 1881.

4. A total supplemental grant of Rs. 3,37,230 will, therefore, be required to carry work on at full speed to the end of the present financial year.

From Major D. H. TRAIL, R.E., Officiating Examiner of Public Works Accounts, to the Superintendent, Madras Harbour Works, dated Madras, 12th October 1880, No. 515 X.

I HAVE the honor to bring to your notice that, according to the entries in your return of grants, expenditure, and balance on the 10th September 1880, your expenditure amounts to nearly eight lakhs, leaving about four lakhs for expenditure in the ensuing six months, which according to G.O., No. 2,048 W., of the 30th August 1880, will also have to meet the outlay in England on the mooring apparatus.

2. It appears therefore desirable that you should make a very careful estimate of your probable requirements for the next six months, and if there appears to be any ground for apprehending an excess of outlay over grant, it is necessary that you should lose no time in representing the matter to Government and applying for a supplemental grant.

From F. N. THOROWGOOD, Esq., M. Inst. C.E., Superintendent, Madras Harbour Works, to the Examiner of Public Works Accounts, dated Madras, 16th October 1880, No. 52 C.

IN reply to your letter No. 515 X, of the 12th instant, I have the honor to state that I shall require a supplemental grant for the works themselves apart from the funds required for the moorings.

2. It will be remembered that my original request for the current year was cut down from Rs. 12,44,764 to 12 lakhs of rupees, that being the limit which could be allowed at the time, so there is nothing surprising in the fact that this sum will be exceeded.

3. I estimate that I shall require an additional grant of Rs. 1,57,230 for the works up to 31st March, and a further sum of Rs. 1,80,000 for the moorings or as much of them as can be fixed by 31st March. This gives a total of Rs. 3,37,230 required for the remainder of the financial year in addition to the grant of Rs. 12,00,000 already sanctioned.

4. Copies of this correspondence will be forwarded to the Government.

2 PUBLIC WORKS DEPARTMENT, 29TH OCTOBER 1880, No. 2,502-A W.

No. 126-A. From Major D. H. TRAIL, R.E., Officiating Examiner of Public Works Accounts, to the Secretary to Government, Public Works Department, dated Madras, 20th October 1880, No. 114 W.

Copy of the following forwarded to the Secretary to Government, Public Works Department, for information.

From the Examiner of Public Works Accounts, to the Accountant-General, Public Works Department, dated 19th October 1880, No. 137 A.

I have the honor to submit for your information copy of the letter received from the Superintendent of the Madras Harbour Works in reply to my letter No. 515 X, dated the 12th instant, copy of which was forwarded with this office endorsement No. 131 A of the 12th idem.

No. 126-B. From Captain W. J. TOMKINS, R.E., Assistant Secretary to the Government of India, Public Works Department, (Civil Works—Miscellaneous,) to the Secretary to the Government of Madras, Public Works Department, dated Simla, 18th October 1880, No. 243 M.

REFERRING to your letter, dated the 24th September 1880, without number, I am directed to state that, since it has been found impracticable to provide the necessary funds by re-appropriation of the Madras Budget credits, to meet the outlay on the mooring apparatus for the Madras Harbour, I am directed to request that the necessary provision for the outlay in question may be made in the Regular Estimate for the current year. Including this amount the total outlay on the Harbour Works during the current year must not exceed 14 lakhs.

No. 127. ORDER THEREON, 29th October 1880, No. 2,502-A W.

ORDERED that the Government of India be addressed.

2. The orders contained in the Government of India letter above quoted are communicated to the Superintendent, Madras Harbour Works, and the Examiner of Public Works Accounts for information and guidance.

(Here enter No. 2,502-B W., dated 29th October 1880.)

(True Extract.)

Major, R.E.,
Under Secy. to Govt., P.W.D.

To the Superintendent, Madras Harbour Works.
" Examiner of Public Works Accounts.

Exd. S. T. Austin.
Spare Copies

2502 A / 2

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of (1880) Madras.

PUBLIC WORKS.

To

THE SUPERINTENDENT, MADRAS
HARBOUR WORKS,

&c., &c., &c.

Dated October, 29th.

Issued

Recd.

Encl.

G. O., 29th October 1880, No. 2,502-A W.

OCTOBER.

Nos. 126-127.

Mooring Apparatus for the Madras Harbour Works.—Letter from the Government of India directing that provision be made in the Regular Estimate of the current year for the outlay on the —, communicated to officers concerned, and the Government of India addressed on the subject of the insufficiency of the current year's grant for the Harbour Works.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

No. 2,502-B W.

No. 123.

FROM

THE SECRETARY TO THE GOVERNMENT OF MADRAS,

Public Works Department,

TO

THE SECRETARY TO THE GOVERNMENT OF INDIA,

Public Works Department.

SIR,—I am directed to forward copy of Proceedings of this Government marginally noted in regard to the insufficiency of the current year's grant for the Harbour Works. The premature exhaustion of the allotment is due simply to rapid progress which is *per se* a matter for congratulation, and on every ground it is desirable that the additional grant required by the Superintendent of the Works should be made. "Provincial" being responsible for the interest, there can, it is presumed, be no financial objection to the grant.

2. It has been from time to time urged by this Government that nothing should be suffered to stand in the way of the earliest possible completion of the Harbour, so that the costly establishment should be utilised to the utmost and discontinued as soon as possible and a return obtained at the earliest possible date.

3. The cost of the moorings will, in accordance with the instructions given in your letter of the 18th October 1880, No. 243 M., be included in the Regular Estimate for the year.

I have the honor to be,

Sir,

Your most obedient servant,

(Signed) R. H. SANKEY, Colonel, R.E.,
Secretary to Govt., P.W.D.

FORT ST. GEORGE,
29th October 1880.

Exd. S. T. Austin.
Spare Copies

2502A-B
3

DEPARTMENT OF
CIVIL WORKS.

60th. of 1880

PUBLIC WORKS.

THE SECRETARY TO THE
GOVERNMENT OF INDIA.

Dated Order, 1880.

G. O., 24th October 1880. No. 180 W.

COPIED.

No. 180.

Arrangements on the subject of the insufficiency of the current grant for the Harbour Works.

25047-13
4

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

3rd April 1880, No. 854 W.

Buildings and Roads.
Civil Works.

Read the following papers:—

No. 9. From W. PARKES, Esq., to the Secretary to the Government of Madras, Public Works Department, dated 23 Abington Street, 29th May 1879.

Madras Harbour Moorings.

In the G.O. No. 862 W., of 22nd March 1879, I am requested to submit a plan of moorings with only half the number of buoys originally proposed, but in such positions that the others can be added hereafter if required.

2. Referring to the letter of the Master Attendant on which the above order is founded, I find that he considers it desirable, in the first instance at any rate, to place the buoys at greater distances apart than was originally proposed, so as to give more room for working the ships to and from their berths. In this I entirely concur, and the system proposed lends itself very advantageously to such an arrangement, but it will, I think, be readily understood that if a greater distance is allowed between the berths, the cost of half the number of berths will be more than half that of the whole system.

3. I beg to submit herewith two charts, "No. 1 Close system," being with the exception of a slight modification identical with that which I originally proposed to Captain Taylor, and "No. 2 Open system," that which I now recommend as the first step towards the ultimate accomplishment of No. 1 in accordance with the instructions quoted above.

4. The modification of the original plan above alluded to consists in the suppression of the row of six buoys nearest the shore, which being in shallow water would only be available for light and small ships, and substituting for them twelve smaller buoys attached directly to the innermost row of screw moorings which would be equally useful for such vessels as steam tugs, native craft, large cargo boats, &c., which would have room to swing freely to the wind in the space between the buoys.

5. The total cost of this complete system would be £28,065 or, taking the rupee at 1/7½, rupees 3,45,415. The details are given in the accompanying estimate, and are based on information furnished by Mr. G. Wells, who having laid down the

screw moorings in the Hooghly, and also erected the screw pile pier at Madras, has had an exceptional amount of local experience in this class of work. The prices are those at which Mr. Wells would be prepared at the present time to supply the materials, but they are of course ruled by the market price of iron and the cost of labour.

6. The plan "No. 2, Open system," may be generally described as consisting of every alternate buoy of No. 1. The number of screws is the same as in No. 1 and the whole of them would be immediately required except six, viz., the outer ones in the rows C, D and E. These would lie idle until it becomes desirable to attach the ground chains and buoys to them, but I should recommend them to be fixed at the same time as the others, as the cost would be small, while the special screwing machinery and staff are at work, and I think the berths which would depend upon them would not improbably be among the first to be added when further accommodation is wanted.

7. The accommodation in the first instance afforded by this system would be as follows:—For ships up to 360 feet long there would be in rows B, C, D, E and F, fourteen free swinging berths, and for shorter ships five more besides the twelve inshore berths for small craft. Ships of greater length than 360 feet must be moored head and stern in ordinary times, and for these the combination of rows A and C with B and F respectively would provide fixed berths at the expense of course of an equal number of swinging berths.

8. The cost of this scheme would be £17,936 or Rs. 2,20,752 rather less than two-thirds of No. 1. Additions could be made at any time by merely attaching the ground chains and buoys to the screws already fixed, which can be done by an ordinary diver. The ultimate cost of completing the scheme would not be enhanced by deferring the attachment of the alternate buoys till they are required, as the whole of the work involving special machinery and skilled superintendence would have been completed as part of the open system first carried out.

9. It will be seen that the essential difference of these two schemes is that while in No. 1, the close system, every ship must be moored head and stern, in No. 2, the open system, all ships below a limit of length, which would at present include the great majority, may swing freely at all times. There are few harbours in which ships of exceptional length can lie at swinging berths, so that Madras will not be peculiar in requiring such ships to be moored head and stern under ordinary circumstances. In case of necessity however seven berths (B, 1, 5—C, 4—D, 2—E, 4—F, 1, 5) could, by the removal of such of the buoys as are within the radius of the ship's length, be made available for such ships to swing freely round them.

10. This would be provided for in the construction of the buoys, which could be instantly freed by driving out a steel key on the top of the buoy. By this means the bridle-chain would drop to the bottom, and the buoy could be floated away. The bridle-chain would have to be afterwards recovered by a diver.

11. The change from the system of swinging moorings to that of fixed moorings for ships of moderate length would be made gradually, as the requirement for it arises. In order to give the full amount of accommodation to such vessels however special arrangements for stern moorings will have to be made. The distances between the rows of buoys are 430 feet. The whole of this space would be occupied by a tier of very long ships, so that to maintain a free passage between their sterns and the heads of the next tier of ships the adjoining space of 430 feet must be left unoccupied. But in the case of shorter vessels there would be ample space for passage between their sterns and the next row of buoys if it be not obstructed by their stern moorings.

12. To obviate such obstruction I propose to attach to each screw, where suitably situated for the purpose, a light supplementary chain cable of 12 fathoms in length continued by a still lighter hand chain of 20 fathoms, the end of which when it is out of use would be hung on the neighbouring buoy. When in use this hand chain would be taken on board the ship, and the ship's own tackle made fast to the light chain cable

on either side, thus securing her stern in any required direction. By this means a passage of 130 feet wide would be left between the stern of a ship 300 feet long and the heads of the ships secured to the buoys in the next row. Provision for 120 such supplementary stern chains is made in the estimate for Plan No. 1 at a cost of £1,244.

13. It may be desirable to give a few particulars of the construction of the proposed moorings. The ground attachments of each buoy will consist of four screws, 4 feet diameter, sunk 20 feet in the ground at the four corners of a square of 200 feet. To each screw will be attached 21 feet of open-link $2\frac{1}{4}$ -inch chain, the last link of which will therefore remain above the surface of the ground. To each of these last links will be attached by means of a suitable shackle the end of a "ground chain," a $2\frac{1}{4}$ -inch stud link cable, $24\frac{1}{2}$ fathoms long, the other ends of which will meet in the centre of the square. To these four ends will be attached one end of a $2\frac{1}{2}$ -inch stud link chain (the bridle) of a length one fathom less than the depth of water at mean tide, the other end being attached to a spindle of round iron $3\frac{1}{2}$ -inches diameter, which will pass through the buoy and be secured on the top by a steel key, which will also connect it to a strong ring or eye to which the ship's tackle will be made fast. On this key being driven out, as described in paragraph 10, the buoy will be detached from its moorings.

14. The length allowed for the ground chains, $24\frac{1}{2}$ fathoms, is one fathom more than the actual distance from the angle to the centre of the square, so that there will be a fathom of slack in each of the four. This will allow the buoy to rise and fall with the tide or with such waves as there may be within the harbour. The strain of a ship upon the mooring will first lift this slack, and then lift the one or two of the ground chains which may lie to windward, off the ground, and ultimately under a force sufficient to lift the whole length of chain, the strain will be thrown upon the screw or divided between two screws some 30 fathoms distant and buried 20 feet in the ground. The result of the greatest possible strain upon the chains will be to allow the buoy to describe a circle of about 42 feet radius round the central point of the square which is its normal position. Thus 42 feet added to the length of the ship will give the radius of the circle which a ship can describe under the influence of a gale of wind veering all round the compass, though the actual attachment to the ground will never be at a less distance than 30 fathoms.

15. The strength given to every detail of the parts of these moorings which are liable to the greatest strain is in excess of that specified by Lloyd's rules for the tackle to be carried by the largest class of merchant ships, steamers of 5,000 and sailing vessels of 3,000 gross tonnage. Thus the weakest link in the chain of attachment will be that which is on board the ship itself and under constant authoritative inspection. For vessels of a size beyond the limits of the scale recognized by Lloyd's, if such should visit the port, exceptional arrangements will have to be made.

16. In the charts showing the proposed arrangement of the berths I have indicated the depths by the contours taken from the survey of February 1878. The disturbance of the bottom in the following south-west monsoon would affect a few of the berths for small vessels in the extreme south-west angle of the harbour, but as I anticipate further changes in this locality, and that the ultimate form of the bottom will probably be more like that shown by the contours of February 1878 than by those of more recent surveys, I have thought it would only complicate the question to show an exceptional state of things which will certainly change if it do not entirely pass away. It will of course be understood that the moorings should not be laid down till there is good evidence that no further important disturbance of the bottom is likely to occur, but I hope the present south-west monsoon will afford materials for a final settlement of that question.

17. I may be permitted to request that this matter should have early attention. Three months from the date of order will be required for the preparation and shipment of the materials required to commence operations, and if the moorings are

to be ready for use in November 1880 advantage should be taken of the favorable season of January and February next for laying them down.

ESTIMATE OF MOORINGS.

No. 1, Close System.

134 screws 4 feet diameter with 21 feet of 2½" open link chain at £22 each	£	s.	d.
180 lengths of 2½" stud ground chain, each 24½ fathoms—560 tons at £17	2,948	0	0
56 lengths of 1½" stud ground chain for Harbour side moorings of lines A and C, each 24½ fathoms—52½ tons at £16	9,520	0	0
54 lengths of 2½" stud bridle-chain, from 3 to 6½ fathoms—42 tons at £17	840	0	0
12 lengths of 1½" stud bridle-chain, each 4½ fathoms, for inner line of buoys—3½ tons at £16	714	0	0
Shackles for connections—15½ tons at £35	52	0	0
54 wrought iron buoys 10' x 9'—126 tons at £35	512	10	0
12 do. do. 6' x 5' 8½" do. £40	4,410	0	0
120 lengths of 1½" stud chain for stern moorings, each 12 fathoms, 1,440 fathoms at ½ cwt.—54 tons at £16	350	0	0
120 lengths of ½" hand chain for do., each 20 fathoms, 2,400 fathoms—24 tons at £15	864	0	0
Screwing machinery	360	0	0
Portable engine and boiler	600	0	0
Contingencies and extras 5 per cent.	290	0	0
	1,074	10	0
Total cost of materials shipped f.o.b. in the Tyne	22,565	0	0
Freight for 1,000 tons at 60'	3,000	0	0
Local materials and labour, say	2,000	0	0
Special superintendence	500	0	0
	28,065	0	0

or Rs. at 1/7½, Rs. 3,45,415.

(Signed) W. PARKES.

No. 2, Open System.

134 screws 4 feet diameter with 21 feet of 2½" open link chain at £22 each	£	s.	d.
96 lengths of 2½" stud ground chain, each 24½ fathoms—300 tons at £17	2,948	0	0
20 lengths of 1½" stud ground chain for Harbour side moorings of lines A and C, each 24½ fathoms—29½ tons at £16	5,100	0	0
29 lengths of 2½" stud bridle-chains, from 3 to 6½ fathoms—22 tons at £17	472	0	0
12 lengths of 1½" stud bridle-chains each 4½ fathoms for inner line of buoys—3½ tons at £16	374	0	0
Shackles for connections, 12 tons at £35	52	0	0
29 wrought iron boys 10' x 9' 68 tons at £35	420	0	0
12 do. do. 6' x 5' 8½" at £40	2,380	0	0
Screwing machinery	350	0	0
Portable engine and boiler	600	0	0
Contingencies and extras 5 per cent.	290	0	0
	650	0	0
Total cost of materials shipped f.o.b. in the Tyne	13,636	0	0
Freight for 600 tons at 60'	1,800	0	0
Local materials and labour, say	2,000	0	0
Special superintendence	500	0	0
	17,936	0	0

or Rs. at 1/7½, Rs. 2,20,752.

(Signed) W. PARKES.

No. 2,377.

REFERRED to the Harbour Committee for early remarks.

(By Order.)

(Signed) J. PENNYCUICK, Major, R.E.,
Under Secy. to Govt., P.W.D.

27th June 1879.

To the President, Harbour Committee.

No. 9-A. Proceedings of the Madras Harbour Works Committee in circulation, dated 10th July 1879.

Read letter from Mr. Marshall, Port Conservator, regarding Mr. Parkes' system of moorings suggesting certain modifications.

Letter referred to Captain Taylor and Mr. Thorowgood for careful consideration. On the explanation offered by these officers the Committee beg to recommend that

* B.

Mr. Parkes' open system of moorings, "vide plan" and description, be adopted by Government as a commencement. If it should be found afterwards that a still more open style as advice by Mr. Marshall is necessary, the removal and return of the tier of buoys adjoining the harbour wall in either monsoon can be effected without assistance from England, and if the close system of Mr. Parkes is even brought into action the screws being already in position it will only be necessary to attach chains and buoys.

(Signed) P. MACFADYEN.
(") J. H. TAYLOR.
(") R. C. WALKER.
(") J. PENNYCUICK.

No. 9-B. From F. N. THOROWGOOD, Esq., M. INST. C.E., Superintendent, Madras Harbour Works, to the Secretary to Government, Public Works Department, Buildings and Roads, dated Madras, 23rd March 1880, No. 68 W.

I HAVE the honor to submit the following reply to your memorandum No. 933, of yesterday's date, in which you ask me whether I believe the savings on the estimate of Rs. 58,50,790 for these works will be sufficient to cover the cost of the lesser scheme of moorings estimated by Mr. Parkes to cost Rs. 2,20,752, (vide his letter to the Madras Government, May 29th, paragraph 7.)

2. I have now gone carefully through the whole items of expenditure up to the end of February, and am able to estimate very fairly what the work will cost apart from serious accidents. I am able to show that the saving will be very nearly sufficient to cover the cost of the moorings.

3. The main heads under which excess or saving occur are as follow:—

Excesses.	RS.	Savings.	RS.
Preliminary works	68,258	Block-making	1,27,790
Rubble bases	1,00,000	Block setting	2,62,246
Establishment	1,36,077	Contingencies	1,34,472
Total Excesses	3,04,335	Total Savings	5,24,508

4. In all the above items I have estimated quite fairly, the calculations being based on what has gone before. The large excess estimated to occur in "Establishment" arises from my allowing for twenty-four months more to run at the present rates of pay, but Rs. 20,000 of the amount should by Mr. Parkes's estimate go to "Works" and not to "Establishment". It is charged to the latter in obedience to G.O., 2,254 W., of 3rd September 1879.

5. In the items on which there are to be savings it will be observed that I have allowed Rs. 1,34,472 to be saved from "Contingencies." I arrive at this by taking the total amount now expended on contingencies and adding to it *twice as much* again, which I think to be giving a liberal margin.

6. It will be seen then the total probable excesses over estimate amount to Rs. 3,04,335, while the probable savings will be Rs. 5,24,508, giving a nett saving of Rs. 2,20,173 against Rs. 2,20,752, the estimated cost of the moorings allowing for exchange at 1s. 7½d. per rupee.

No. 10. ORDER THEREON, 3rd April 1880, No. 854 W.

ORDERED that the Government of India be addressed on the subject of the moorings, a copy of the letter being forwarded to the Secretary of State for information.

(Here enter No. 855 W., dated 3rd April 1880.)

(True Extract.)

(Signed) R. H. SANKEY, Colonel, R.E.,
Secretary to Govt., P.W.D.

Supdt. P.W.D.

★
BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of (1880) Madras.
PUBLIC WORKS.

To

Dated April, 3rd.

Issued

Recd.

Recd.

G. O., 3rd April 1880, No. 854 W.

APRIL.

Nos. 8-10.

• Moorings for the Madras Harbour Works
— The Government of India addressed on
the subject of the —.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

No. 855 W.

No. 11.

FROM

THE SECRETARY TO THE GOVERNMENT OF MADRAS,
Public Works Department,

TO

THE SECRETARY TO THE GOVERNMENT OF INDIA,
Public Works Department.

SIR,—I am directed to forward correspondence relating to the provision of mooring apparatus for the Madras Harbour.

2. On the recommendation of the Madras Harbour Committee, this Government have resolved on the adoption, as a commencement, of the open system of mooring proposed by Mr. Parkes. It has been ascertained that the Calcutta and Bombay dockyards are unable to supply any of the requisite gear, and it will therefore be necessary that the Secretary of State invite tenders in the open market for the whole of the apparatus, such tenders being submitted for choice to the ordinary Engineering advisers of the India Office.

3. The cost of the moorings will amount to about £18,000; and as this Government are of opinion that the item might properly have been included in the general estimate for the Harbour Works, it appears desirable to adopt the suggestion made in the 29th paragraph of Mr. Parkes' report, dated 25th February last, and to

provide for the mooring from the sanctioned estimate of £628,000.*

* Inclusive of £43,000 for interest on loan.

4. It is considered by the Superintendent that there is no reasonable ground for doubting that such provision may with safety be made. On this point I am directed to invite attention to his letter bearing date the 23rd March, No. 68 W.

5. His Grace the Governor in Council would be glad to have early sanction to this proposal communicated, and I am to request that, as the matter is very pressing, the Secretary of State, to whom a copy of this letter has been sent for information, may be advised by telegraph of the approval of His Excellency the Governor-General in Council to the proposal.

I have the honor to be,

Sir,

Your most obedient servant,

(Signed) R. H. SANKEY, Colonel, R.E.,
Secretary to Govt., P.W.D.

FORT ST. GEORGE,
3rd April 1880.

Exd. S. T. Austin.
Spare Copies

BUILDINGS AND ROADS.
CIVIL WORKS.

Cont. of (1880) *Public Works.*

PUBLIC WORKS.

THE SECRETARY TO THE
GOVERNMENT OF INDIA.

Dated April, 1880.

Received

Received

Received

G. O., 3rd April 1880, No. 183 W.

APRIL.

No. 11.

MOORING APPARATUS FOR THE MAJOR
HARBOR WORKS.

PUBLIC WORKS DEPARTMENT.

No. 19. *A*

TO THE RIGHT HONORABLE THE SECRETARY OF STATE FOR INDIA.

MY LORD,—We have the honor to forward, for your Lordship's information, a copy of a letter that has been addressed by us to the Government of India.

2. We would request that, on receipt of the approval of the Government of India to our proposal in regard to the provision of funds for the moorings from the sanctioned estimate of £628,000, you will have tenders for the supply of the moorings invited and approved by the Engineering advisers of the India Office.

3. It will be necessary that specially trained men be sent out to fix the moorings, and we presume, though the point is doubtful, that the sum named by Mr. Parkes (£18,000) will cover all expenses connected with such workmen, including their passage to and from Madras, and their pay while employed here.

We have the honor to be,

My Lord,

Your Lordship's most obedient, humble servants,

(Signed) BUCKINGHAM AND CHANDOS.
(") W. HUDLESTON.
(") DAVID F. CARMICHAEL.

FORT ST. GEORGE,
20th April 1880.

Exd. S. T. Austin.

FORT ST. GEORGE.
PUBLIC WORKS DEPARTMENT.

*Letter to the Right Honorable the
Secretary of State for India.*

*Dated 20th April.
No. 194 of 1880.*

MOORING APPARATUS FOR THE MADRAS HARBOUR
WORKS.

GOVERNMENT OF MADRAS.
PUBLIC WORKS DEPARTMENT.

4th June 1880, No. 1,315 W.

Buildings and Roads.
Civil Works.

Read the following paper:—

No. 3. From the Secretary to the Government of India, Public Works Department, (Civil Works—Miscellaneous,) to the Secretary to the Government of Madras, Public Works Department, dated Simla, 20th May 1880, No. 141 M.

REFERRING to your letter No. 855 W., dated the 3rd April 1880, I am directed to state that the Government of India approves of the proposal of the Madras Government to adopt Mr. Parkes' open system of mooring for the Madras Harbour, and accordingly sanctions these materials being procured at an estimated cost of £18,000. I am to request that the Madras Government will set aside the necessary funds to cover the outlay on this account from the current year's grant, as it is not probable that any addition can be made to the grant already assigned for outlay on the harbour works during the current year.

2. I am to add that the Secretary of State has been advised by telegram of the approval of His Excellency the Governor-General in Council of the estimate for providing mooring apparatus for the Madras Harbour.

No. 4. ORDER THEREON, 4th June 1880, No. 1,315 W.

COMMUNICATED to the Superintendent of the Madras Harbour Works.

2. As serious delay to the progress of the works would be caused by setting aside two lakhs out of the budget grant for the current year, in which no provision for the moorings was included, the Secretary of State will be requested so to time the despatch of the gear as to allow of the payments on its account falling in 1881-82 instead of the current official year.

3. Ordered that a copy of these Proceedings and of the despatch to the Secretary of State be forwarded to the Government of India for information.

(True Extract.)

(Signed) R. H. SANKEY, Colonel, R.E.,
Secretary to Govt., P.W.D.

To the Superintendent, Madras Harbour Works.
" Marine Department.
" Examiner of Public Works Accounts.
" Secretary, Harbour Committee.

No. 5. (DOCKET No. 1,316 W., dated 4th June 1880.)

COPY forwarded accordingly.

(Signed) R. H. SANKEY, Colonel, R.E.,
Secretary to Govt., P.W.D.

Encl. E. O. Shunker.
Spare Copies

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of Madras.
PUBLIC WORKS.

To

THE SECRETARY TO THE
GOVERNMENT OF INDIA.

Dated June, 4th.

Issued

Encl.

Encl.

G. O., 4th June 1880, No. 1,313 W.

JUNE.

Nos. 3-5.

MOORINGS FOR THE MADRAS HARBOUR
WORKS.—Forwarding copy of Proceedings
and Despatch to the Secretary of State
relative to the purchase and payment of —.

PUBLIC WORKS DEPARTMENT.

No. 29.

TO THE RIGHT HONORABLE THE SECRETARY OF STATE FOR INDIA.

My Lord,—In continuation of our despatch of the 20th April, No. 13-A, and of the marginal telegram of the 2nd June, we have the honor to forward copy of our Proceedings, under date the 4th June, No. 1,315 W/

2. We observe that your Lordship was advised by telegram of the approval of the Government of India to the estimate for providing mooring apparatus for the Madras Harbour.

3. When estimating the outlay during the current year, no provision was made on account of these moorings, and as it is of very great importance that the progress of the works should in no wise be retarded, we would request that their despatch may be so timed as to allow of the payments being made in 1881-82 instead of the current official year.

4. We take the opportunity of forwarding copy of the Proceedings and letter noted in the margin.

We have the honor to be,

My Lord,

Your Lordship's most obedient, humble servants,

(Signed) BUCKINGHAM AND CHANDOS.
(") N. B. CHAMBERLAIN.
(") W. HUDLESTON.
(") DAVID F. CARMICHAEL.

OOTACAMUND,

12th June 1880.

Encl. E. C. Shunker.

OOTACAMUND.
PUBLIC WORKS DEPARTMENT.

*Letter to the Right Honorable the
Secretary of State for India.*

Dated 15th June.

No. 29 of 1880.

REQUESTING to time the despatch of the Har-
bour mooring apparatus so as to allow of the
payments for it being made in 1881-82.

FINAL ISSUE.

2502A-13
14

BUDGET-ESTIMATE OF EXPENDITURE ON THE HARBOUR WORKS IN
MADRAS DURING 1880-81.

PART I—SECTION A.

	Budget Estimate, 1880-81.	Regular Estimate, 1879-80.	Budget Estimate, 1879-80.	Outlay, 1878-79.	Outlay, 1877-78.
	RS.	RS.	RS.	RS.	RS.
Original Works	10,65,856	8,00,000	7,00,000	7,78,030	3,95,196
Repairs	...	...	...	...	...
Establishment	53,144	50,000	45,000	53,020	48,080
Tools and Plant	11,000	5,000	5,000	4,770	1,01,892
Suspense	70,000	1,85,000	1,00,000	96,000	1,09,581
Total ...	12,00,000	10,40,000	8,50,000	9,31,820	6,54,749

14th June 1880.

(Signed) F. N. THOROWGOOD,
Superintendent, Madras Harbour Works.

	RS.
Payments in India	9,20,000
Do. in England	2,80,000
Total ...	12,00,000

2
GOVERNMENT OF MADRAS.

PART III.

Detail of the Budget-Estimate for Establishments for the Harbour Works in Madras for 1880-81.

NUMBER.		Particulars.	Salary of Office.	ESTIMATE, 1880-81.			ESTIMATE, 1880-81. Charges per Annum.
1879-80.	1880-81.			Per Mensem.	Per Annum.	Total.	
		DIRECTION.	RS.	RS.	RS.	RS.	RS.
		<i>Engineer Establishment.</i>					
1	1	Engineer-in-Chief	...	...	5,000	5,000	...
1	1	Total of Direction ...	...	...	5,000	5,000	...
		CONSTRUCTION.					
		<i>Engineer Establishment.</i>					
1	1	Superintendent of Works ...	1,250	1,250	...	...	...
1	1	Assistant Superintendent ...	700	700	...	...	...
2	2	Total ...	...	1,950	23,400	23,400	...
		<i>Upper Subordinate Establishment.</i>					
1	1	Sub-Engineer	400	400	...	...	...
1	1	Superintendent of Quarries ...	250	250	...	...	...
1	1	Accountant	110	110	...	...	...
3	3	Total ...	...	760	9,120	9,120	...
		<i>Petty Establishment.</i>					
...	...	Storekeeper	...	...	2,400	...	...
...	...	One Writer and two Lascars ...	...	...	523	...	...
...	...	Godown-keeper	...	...	300	...	...
...	...	Total ...	...	...	3,228	3,228	...
		OFFICE ESTABLISHMENT.					
		<i>Superintendent of Works.</i>					
1	1	Head Clerk	...	80	...	...	...
4	4	Clerks from 35, 30, 25 and 20 ...	...	110	...	...	...
1	1	Cashier	...	40	...	...	...
1	1	Draughtsman	...	40	...	...	...
3	3	Peons on Rs. 7	...	21	...	...	...
10	10	Total ...	...	291	3,492	3,492	...
		<i>Assistant Superintendent.</i>					
1	1	Clerk	...	35	...	...	...
2	2	Draughtsmen from 40 to 20 ...	...	60	...	...	...
1	1	Surveyor	...	50	...	...	...
3	3	Peons on Rs. 7	...	21	...	...	...
7	7	Total ...	...	166	1,992	1,992	...

3
Detail of the Budget-Estimate for Establishments for the Harbour Works in Madras for 1880-81—cont.

NUMBER.		Particulars.	Salary of Office.	ESTIMATE, 1880-81.			ESTIMATE, 1880-81. Charges per Annum.
1879-80.	1880-81.			Per Mensem.	Per Annum.	Total.	
		CONSTRUCTION—cont.	RS.	RS.	RS.	RS.	RS.
		<i>OFFICE ESTABLISHMENT—cont.</i>					
		<i>Sub-Engineer's Establishment.</i>					
2	2	Clerks from 40 to 25	...	65	...	...	...
1	1	Draughtsman	...	20	...	...	...
2	2	Peons on Rs. 7	...	14	...	...	...
5	5	Total ...	...	99	1,188	1,188	...
		<i>Superintendent of Quarries.</i>					
1	1	Clerk	...	20	...	...	...
2	2	Lascars on Rs. 6	...	12	...	...	...
...	...	Total ...	...	32	384	7,056	...
		Presidency house-rent and allowances to Sub-Engineer.	...	...	840	840	...
		Total, Salaries ...	...	...	...	43,644	...
		Travelling Allowances ...	...	...	...	3,000	...
		Office Expenses and Contingencies	...	...	...	1,500	...
		Total ...	...	...	...	48,144	...

ABSTRACT of foregoing provision for Establishment.

	Salaries.	Travelling Allowances.	Contingencies.	TOTAL.	
				1880-81.	1879-80.
Direction	RS. 5,000	RS. ...	RS. ...	RS. 5,000	...
Construction	43,644	3,000	1,500	48,144	...
	48,644	3,000	1,500	53,144	...

CHEPAUK,
14th June 1880.

(Signed) F. N. THOROWGOOD,
Superintendent, Madras Harbour Works.

25020-15
16

GOVERNMENT OF MADRAS.
PUBLIC WORKS DEPARTMENT.

16th June 1880, No. 1,412 W.

Buildings and Roads.
Civil Works.

Read the following paper:—

No. 46. From F. N. THOROWGOOD, Esq., M. Inst. C. E., Superintendent,
Madras Harbour Works, to the Secretary to Government, Public Works
Department, Buildings and Roads, dated Madras, 14th June 1880,
No. 20 W.

I HAVE the honor to forward the Final Issue of the Budget Estimate for 1880-81,
called for in paragraph 1 of G.O., No. 1,280 W., dated 31st May 1880.

No. 47. ORDER THEREON, 16th June 1880, No. 1,412 W.

ORDERED to be forwarded to the Government of India.

(True Extract.)

(Signed) R. H. SANKEY, Colonel, R.E.,
Secretary to Govt., P.W.D.

To the Superintendent, Madras Harbour Works.
" Examiner of Public Works Accounts.

No. 48. (DOCKET No. 1,413 W., dated 16th June 1880.)

FORWARDED accordingly.

(Signed) R. H. SANKEY, Colonel, R.E.,
Secretary to Govt., P.W.D.

Exd. E. C. Shunker.
Spare Copies

BUILDINGS AND ROADS.
CIVIL WORKS.

Estt. of 1880-81.
PUBLIC WORKS.

THE SECRETARY TO THE
GOVERNMENT OF INDIA

Encl. June, 1880.

Encl.

Encl.

G. O. 197A June 1880, No. 1,413 W.

JUL 1880
Hos. 1880-81.

Forwards the First Issue of the Budget
Estimate of the Madras Harbour Works
for 1880-81.

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17
PUBLIC WORKS DEPARTMENT.

No. 35.

TO THE MOST HONORABLE THE MARQUIS OF HARTINGTON,
SECRETARY OF STATE FOR INDIA.

MY LORD MARQUIS,—In reply to your telegram of the 1st of July, in regard to the purchase of the moorings for the Madras Harbour, we despatched the following telegram to your Lordship on the 2nd instant:—

“Yours first. No funds at our disposal for payment moorings till April first.”

2. We have the honor to invite your Lordship's attention to the 1st paragraph of the letter from the Government of India recorded with our Proceedings of the 4th June, No. 1,315 W. We had hoped that the Government of India would have been able to arrange for a separate provision of funds on account of the moorings.

We have the honor to be,

My Lord Marquis,

Your Lordship's most obedient, humble servants,

(Signed) BUCKINGHAM AND CHANDOS.
(„) N. B. CHAMBERLAIN.
(„) W. HUDLESTON.
(„) DAVID F. CARMICHAEL.

OOTACAMUND,
16th July 1880.

Encl. R. C. Shunker.

COTACAMUND.
PUBLIC WORKS DEPARTMENT.

*Letter to the Right Honorable the
Secretary of State for India.*

*Dated 16th July.
No. 35 of 1880.*

*Regarding funds for moorings for the Madras
Harbour Works.*

GOVERNMENT OF MADRAS.
PUBLIC WORKS DEPARTMENT.

30th August 1880, No. 2,048 W.

Buildings and Roads.
Civil Works.

Read the following paper:—

No. 90. Despatch from the Most Honorable the Secretary of State for India.
Public Works, INDIA OFFICE, LONDON,
No. 13. 29th July 1880.

My LORD DUKE,—With reference to your Grace's letters, Nos. 19 A. and 29, dated 20th April and 12th June last, and to the telegrams noted in the margin, I have to acquaint you that the supply of mooring apparatus for the Madras Harbour Works indented for by you is being proceeded with in this country, and that the stores will probably be despatched to Madras by the end of October next.

2. I enclose copy of a despatch which I have recently addressed to the Government of India, by which your Grace will learn that I have not deemed it advisable to delay the purchase of the stores, and that I have accordingly requested the Government of India, in consultation with your Government, to make the necessary arrangements for meeting the cost of the supply during the current financial year.

I have, &c.,

(Signed) HARTINGTON.

His Grace the Most Noble
The Governor in Council, Fort St. George.

Public Works Despatch to Government of India, dated 29th July 1880, No. 22.

THE Government of Madras have recently requested the purchase in this country of mooring apparatus for the Madras Harbour Works, intimating at the same time their inability to meet the cost of the supply, about £18,000, till the 1st April 1881.

2. Mr. Parkes, the Engineer of the Harbour Works, has represented to me that the supply of the apparatus is urgent, as the harbour will in all probability be sufficiently advanced by the end of this year to afford shelter to shipping supposing moorings are placed in it by that time.

The importance of using the harbour at as early a date as possible is obvious, and I have decided therefore on proceeding at once with the supply of the mooring apparatus, and request your Government, in consultation with the Government of Madras, will make such arrangements as may be necessary for meeting the cost of the supply before the close of the current financial year.

3. The stores, it is expected, will be ready for shipment to Madras by the end of next October.

2 PUBLIC WORKS DEPARTMENT, 30TH AUGUST 1880, No. 2,015 W.

No. 91. ORDER THEREON, 30th August 1880, No. 2,015 W.

COMMUNICATED to the Superintendent, Madras Harbour Works, and to the Marine Department.

2. The Government of India will no doubt address this Government in regard to the provision of funds for the moorings.

(True Extract.)

(Signed) R. H. SANKEY, Colonel, R.E.,
Secretary to Govt., P.W.D.

9502 A-B
20

To the Superintendent, Madras Harbour Works.
" Marine Department.
" Examiner of Public Works Accounts.
" Secretary, Harbour Works Committee.

Exd. E. C. Shunkor.
Spare Copies

BUILDINGS AND ROADS
CIVIL WORKS

GOVT. OF MADRAS

PUBLIC WORKS.

FOR SUPERINTENDENT, MADRAS
HARBOUR WORKS

Ac. Ac.

1880-81.

1880-81.

1880-81.

G. O. No. 2244 W. 24th Sept 1880.

1880-81.

1880-81.

Reference is made to the Madras Harbour Works Department, from the Secretary of State intimating that the same is being proceeded with and will be despatched to Madras by the end of October next, and forwarding copy of despatch to Government of India to arrange for the cost of the same being met in current financial year, communicated to the Superintendent, Madras Harbour Works, and to the Harbour Department.

2502A-B
21

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

24th September 1880. No. 2,244 W.

Buildings and roads.
Civil Works.

Read the following paper:—

No. 139. From Captain W. P. TOMKINS, M.E., Assistant Secretary to the Government of India, Public Works Department (Civil Works—Miscellaneous), to the Secretary to the Government of Madras, Public Works Department, dated Simla, 11th September 1880, No. 215 M.

REFERRING to the despatch from the Secretary of State to the address of His Excellency the Governor of Madras, No. 13 IW., dated the 29th July 1880, requesting that arrangements may be made to meet the cost of the supply of the mooring apparatus for the Madras Harbour Works during the current official year, I am directed to request that every effort may be made by the Madras Government to provide for this outlay by reappropriation of budget credits already allotted. An early report on this matter is requested.

No. 140. ORDER THEREON, 24th September 1880, No. 2,244 W.

ORDERED that the following letter be addressed to the Government of India.

(Here enter No. 2,245 W., dated 24th September 1880.)

(True Extract.)

(Signed) R. H. SANKEY, Colonel, R.E.,
Secretary to Govt., P.W.D.

Ed. W. J. Lewis.
Spare Copies

★
BUILDINGS AND ROADS
CIVIL WORKS.

Chart. of (1880) Buildings

PUBLIC WORKS.

24th September 1880.

G. O. 21st September 1880. No. 2245 W.

SEPTEMBER.

No. 168-140.

Arrangements for the Madras Harbour Works have been made for the current year. The Government of India have ordered that the Government of Madras should be authorized to push on the works as fast as possible, to utilise the plant to the fullest extent, and to accelerate as much as possible the approach of the period when the Harbour will begin to produce a return for its cost.

2502A-B
22

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

No. 2,245 W.

No. 141.

FROM

THE SECRETARY TO THE GOVERNMENT OF MADRAS,
Public Works Department,

TO

THE SECRETARY TO THE GOVERNMENT OF INDIA,
Public Works Department.

Sir,—In answer to your letter of the 11th September, No. 215 M., I am directed to say that no such reappropriations as those suggested, with a view to provide for the outlay on the moorings for the Madras Harbour, can be made.

2. In the despatch from this Government, No. 29, of the 12th June last, copy of which was forwarded under cover of docket, No. 1,316 W., of the 4th idem, and in telegram of the 2nd July, it was intimated to the Secretary of State that no provision had been made on account of the moorings, and that there would be no funds at the disposal of this Government for the purpose during the current official year.

3. These remarks still held good. Arrangements have been made for the expenditure of the whole of the current year's grant for the Harbour Works. To reduce the expenditure on works in order to meet the cost of the moorings, would, I am to say, be injudicious in the extreme; so much of the expenditure is independent of the rate of progress that it is the best economy to push on the works as fast as possible, to utilise the plant to the fullest extent, and to accelerate as much as possible the approach of the period when the Harbour will begin to produce a return for its cost.

4. Nor can this Government consent to reduce the expenditure from the ordinary Provincial grant in order to find the two lakhs of rupees needed for the moorings. To do so would be prejudicial to the interests alike of the country and the Public Works Department. The whole establishment would be dislocated by such an arrangement.

I have the honor to be,

Sir,

Your most obedient servant,

(Signed) R. H. SANKEY, Colonel, R.E.,
Secretary to Govt., P.W.D.

FORT ST. GEORGE,
24th September 1880.

Exd. W. J. Lewis.
Spare Copies

RECEIVED AND FORWARDED
18 OCT 1850

GOVT. OF MADRAS
PUBLIC WORKS.

RECEIVED AND FORWARDED
18 OCT 1850

RECEIVED AND FORWARDED
18 OCT 1850

RECEIVED AND FORWARDED
18 OCT 1850

RECEIVED AND FORWARDED
18 OCT 1850

RECEIVED AND FORWARDED
18 OCT 1850

No. 4974

From

THE SUPERINTENDENT,
MADRAS HARBOUR WORKS.

To Colonel R. H. Sankey, C.B. & C.
Secretary to Government P.W. Dept.
Buildings and Roads

MADRAS, 18th October 1850

SIR,

I have the honor to enclose
herewith copies of correspondence
between the Examiner of Public
Works Accounts and myself
regarding funds for these works.

2. You will see that I shall
require Rs 1,57,230 in addition
to the Rs 12,00,000 sanctioned
for the current year for the
works alone. But the Examiner
tells me that I ought to allow
for the moorings in my request
for supplemental funds.

3. I am not aware in what
state the mooring contract
at home is, so I allow Rs 1,80,000
additional which should be
sufficient

sufficient to cover the cost of
what will be done by March
31st 1881.

It. A total supplemental
grant of Rs 3,37,230 will therefore
be required to carry work on
at full speed to the end of
the present financial year.

I have the honor to be,
Sir,

Your most Obedt Servt,

William George H. Smith, Esq.,
Superintendent
Mstr. Works

W. G. H.
Esq.

G.O. 70334 W. 26-12-79
 " 395 W. 20-2-80
 Memo. 829 - 11-3-80
 G.O. 150-1 W. 15-3-80, original file
 " 1281 W. 31-5-80.
 " 1413 W. 16-6-80.
 " 2048 W. 30-8-80.
 " 2244 W. 24-9-80
 " 2245 W. 20-10-80

P.W.D.

1900180

NR

657 & 1000 L. 1000

Buildings and Roads

From
 The Superintendent
 Madras Harbour Works

No 49 W
 Dated 18th October 1880

Supplemental Funds

Forwards correspondence between
 the Examiner and himself
 regarding - required for
 the current year.

Recd 27-10-80:

C.R. 11-10-80. Rtd 26-10-80
 P.W.D. 50/15

Public Works Department, Madras

Rs 515 30

From
 The Cfyg Examiner
 Public Works Accounts
 Madras

To
 The Superintendent
 Madras Harbour Works

Madras 12th October 1880

Sir, I have the honor to bring to
 your notice that according to the
 entries in your return of grants,
 expenditure, and balance on the
 10th September 1880. Your expenditure
 amounts to nearly eight lakhs, being
 about four lakhs for expenditure
 in the ensuing six months, which
 according to G.O. No 5048 W of
 the 30th August 1880 will also have
 to meet the outlay in England
 on the mooring apparatus.

2. It appears therefore desirable
 that you should make a very
 careful estimate of your probable
 requirements for the next six months,
 and

and if there appears to be any ground for apprehending an excess of outlay over grant, it is necessary that you should lose no time in representing the matter to Government, and applying for a supplemental grant.

I have &c.
(Signed) H. Carey
Off. Examiner P.W. Accounts

Madras Harbour Works
16th October 1880

N^o 52.C

To The Examiner of P.W. Accounts

Sir In reply to your letter N^o 515X of the 12th instant I have the honor to state that I shall require a supplemental grant for the works themselves apart from the funds required for the moorings.

2. It will be remembered that my original request for the current year was cut down from Rs 12,14,700 to 12 lakhs of rupees that being the limit

25447-3
26 473
limit which could be allowed at the time, so there is nothing surprising in the fact that this sum will be exceeded.

3. I estimate that I shall require an additional grant of Rs 1,57,230 for the works up to March 31st and a further sum of Rs 1,80,000 for the moorings or as much of them as can be fixed by March 31st. This gives a total of Rs 3,37,230 required for the remainder of the Financial Year in addition to the grant of Rs 12,00,000 already sanctioned.

4. Copies of this correspondence will be forwarded to the Government.

I have &c.
(Signed) F. H. Thringood
Superintendent
P.W. Works

/ True Copies /

F. H. Thringood.
Superintendent
P.W. Works

P. S. 1006

P.W.D.
1900180

No. 6571

FROM MAJOR D.H. TRAIL R.E.

OFFG. EXAMINER P.W. ACCOUNTS,

MADRAS.

TO THE SECRETARY TO GOVERNMENT,

PUBLIC WORKS DEPARTMENT.

NO. 117

MADRAS, 27 OCTOBER 1880.

COPY OF THE FOLLOWING FORWARDED TO THE SECRETARY
TO GOVERNMENT, P.W. DEPARTMENT, FOR INFORMATION.

D. H. Trail

MAJOR R.E.
OFFG. EXAMINER P.W. ACCOUNTS.

COPY OF LETTER FROM THE EXAMINER P.W. ACCOUNTS,
TO THE ACCOUNTANT GENERAL P.W. DEPARTMENT, NO. 117 DATED
OCTOBER 1880.

I HAVE THE HONOR TO SUBMIT FOR YOUR INFORMATION
COPY OF THE LETTER RECEIVED FROM THE SUPERINTENDENT
OF THE MADRAS HARBOR WORKS IN REPLY TO MY LETTER NO. 515 X.
DATED THE 12TH INSTANT, COPY OF WHICH WAS FORWARDED WITH
THIS OFFICE ENDORSEMENT NO. 131 A. OF THE 12TH. INST.

(TRUE COPY)

W. J. Jackson

SUPR. CORRESPONDENCE BRANCH.

P.W.D.

660180

No. 6610 with C. No. 6610

FOR THE EXAMINER P.W. ACCOUNTS.

MADRAS.

TO THE SECRETARY TO GOVERNMENT.

P.W. DEPARTMENT.

NO.

DATED 20 OCTOBER 1880.

RECD.

FORWARDS COPY OF LETTER
ADDRESSED TO THE ACCOUNTANT GENERAL
P.W. DEPARTMENT SUBMITTING
CORRESPONDENCE BETWEEN THIS OFFICE
AND THE SUPERINTENDENT MADRAS
HARBOR WORKS SHOWING THE LIKELIHOOD
OF EXCESS OVER GRANT.

All communications
should be addressed
to the Secretary.

No. 243 M.
GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

GENERAL.

Civil Works.

Miscellaneous.

To, The Secy. to the Govt. of Madras.
Public Works Dept.

Simla, 18th October 1880.

Sir,
Referring to your letter
dated the 24th September 1880 without
number, I am directed to state
that, since it has been found
impracticable to provide the
necessary funds by reappropria-
tion of the Madras Budget credits,
to meet the outlay on the mooring
apparatus for the Madras Harbour,
I am directed to request that
the necessary provision for
the outlay in question may be
made in the Regular Estimate
for the current year. Including
this amount the total outlay
on the Harbour Works during the

Recd 27.10.80

Ch. Secy.

Recd 27.10.80

the current year must not
exceed 14 Lakhs.

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

P.W.D.
2500780

W. Montagu Capt. R.E.

Asst Secy to the Govt of India.

ES

L.O. No 85410. 3-4-80
Despatch No 19A. 8/20-4-80
L.O. No 13160. 4-6-80
Despatch No 29. 8/12-6-80
" 38. " 16-7-80
L.O. No. 20480. 30-8-80.
" 22440. 24-9-80
" 14120. 16-1-80

0-26-10-80 Mr 27-80

25024-13
31

* C. A. W. 25024-13
30
No. 100
to take into
consideration
Form for
signature
29/10 1910

the current year must not

25024-33
31

Would it not be
well to dispose of
these papers together?

To the draft on the
linked file, as
ordered by the
H. C. C., there might
be added?

The last of the
manuscripts will in
accordance with
the instructions
given in your
letter of the 10th
October, 1880,
to. 243 M., be
included in the
regular estimate
for the year."

The disposal
will be finally
passed to the
Council.

29/10

and a very numerous

25024-13
32
C. A. W.

This and the
better probable
cases in the work
much be provided
in the Regular
Estimate

27.10.80

W. H. H.

2502A-13
23

Hon W. R. Andlstone
GOVT. } 188 . { P. W.
OF MADRAS. } DEPT.

SECRETARY.

Chepauk, 21st October 1880.

OFFICE NOTE.

To For order
It is to be understood that
this communication should not be
in addressed to the
From Supdt. W. R. Andlstone
As 49 W. J. 180 October/80

2502A-13

For order -

The print for the
current year will evidently
be completed long before
the close of the year,
and unless an ad-
ditional print can
be obtained the works
must be stopped, the
plant being kept idle
and a heavy expense.

The paper sent in
at this morning. As it
contains the V. can be
considered. M. 27/10
Submitted above
for consideration

S. A. 10
You will see that
the papers referred
to are at all. R. 27/10

0.21.10.20 M. 27/10

expenditure being incurred
on establishment -

The present case concerning
of the point is also simply
a verbal question, which
is for a matter for
consideration, and on
every ground it is desirable
that the additional point
should be obtained -

As Provincial are responsible
for the interest there can
be no financial objection
in the part of the G.P.D.
to the additional point -

The crossing may be
considered separately -

In Provincial appears
ready to appreciate the
precise meaning and object
of a budget point -

24/10/80 *[Signature]*

A.

2502A-B
34

No. 2502A.W. P. W. Department *[Signature]*

PROCEEDINGS of the MADRAS GOVERNMENT.

Under date the 29th Octr/80.

Read the following

- From the Suptt. Madras Harbour
Works } (H.B. No. 49 W. of 18th October/80)
" " Examiners P.W. Accts. (H.B. No. 114 W. of 20th Octr/80)
" " Govt. of India (H.B. No. 243 W. of 18th Octr/80)

Ordered that the Government
of India be addressed -
2. The orders contained in the
Govt. of India letter above quoted are
comm. to the Suptt. Harb. Works and the
Examiners P.W. Accts. for information & guidance.
H.B. No. 2502 B.W. of 29th October 1880.

[Signature]

[Handwritten note]

No. 2502 B.W.

To
The Secretary
to the Govt. of India

Sr.

I am directed to forward
copy of Proceedings of this
Government marginally noted

No. 2502 A.W. of 29th
Octr. 1880.

The Suptt. Madras Harbour Works-3 in regard to the insufficiency
Examiners P.W. Accts. 7
Govt. of India 2/4 10-11-80

39
13

of the current year's grant for the harbour works. The premature exhaustion of the allotment is due simply to rapid progress which is ^{just} a matter for congratulation, and on every ground it is desirable that the additional grant required by the Supt. ^{should be made} of the works "Provincial" being responsible for the interest, there ^{it is assumed} can be no financial objection to the grant.

2. It has been from time to time urged by this Govt. that nothing should be suffered to stand in the way of the earliest possible completion of the harbour, and I am directed to suggest that if the requisite

is that the works be kept at the utmost & a return obtained at the earliest possible date.

25040-B
35
Ed. must be - this
for G. I. Enclosed

funds cannot otherwise be found by the Government of India, recourse may be had ^{raising them in} to the market.

Offt.

25.10.80

3. The cost of the mooring will in accordance with the instructions given in your letter of the 18th October, 1880, be included in the 243 Ab, be included in the regular estimate for the year -

(Sd) J. G.

Letter to India with
copy of Spec. dated 29/10/80.
BSC with copy of
Spec. dated 25/10/80
William -
10-11-80

and his continued down as possible

27
1

Offt.
29/10/80

Gras.

36

Cir 27-10-80. Rtd 24-10-80 -
21-10-80

~~6746~~

Colt. of (1879) India.
PUBLIC WORKS.

4-11-80

The paper

Addressing on the
subject of the insufficiency
of the current year's
grant for the Harbour
works.

29th Feb 80 2502/110

12th Feb 80

Improving apparatus
for the M & W works

Letter from the P.W. Director
that provision be made
in the Regular Estimate
of the current year for
the outlay on the
Command to officers concerned
& the Govt of India
Addressed on the subject
of the insufficiency of the
current year's grant
for the Harbour works.