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TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

P. W DEPARTMENT

G.O. No. 2011 W
B.P. No. 2012-w
Press.
Mis.

Dated 16 — 8 — 1881 ~~197~~.

V. S. M

Not to be folded or roughly handled

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

16th August 1881, No. 2,011 W.

Buildings and Roads.
Civil Works.

Read the following paper:—

No. 62. Despatch from the Most Honorable the Secretary of State for India.

Public Works.
No. 17.

INDIA OFFICE, LONDON,
23rd June 1881.

Herewith is forwarded, for the information of Your Excellency's Government, copy of a report* by Mr. Parkes on the progress made on the Madras Harbour Works for the quarter ending 31st March last.

2. Mr. Parkes has further supplied this office with copies of three reports, which he submitted to your Government during his recent visit to Madras. These reports relate to a revised and slightly higher estimate of the cost of the works, changes of the coast line north of the harbour, and reclamation of the beach, and erection of boat jetties within harbour limits.

3. As the works connected with the Madras Harbour are now approaching their completion, I shall be glad to be furnished with an expression of the opinion of your Government on the several points raised by Mr. Parkes in his reports, and also to be made acquainted with any action which it appears probable to Your Excellency will be needed soon in respect to the administration, maintenance, and financial management of the harbour in the future.

4. With reference to these points, I observe, from the Proceedings of the Government of India, in their Department of Revenue, Agriculture, and Commerce, for April 1879, that communications were addressed to your Government by the Government of India, dated the 19th April 1879, requesting that the necessary steps might be taken for the constitution of a Port Trust for the management of the Madras Harbour, forwarding, at the same time, for the opinion of your Government, the draft of a bill by which it was proposed by the Government of India to make some necessary amendments in the Indian Ports Act of 1875, in order to meet the local and financial requirements of the harbour at Madras.

5. I request to be informed what steps have been taken by your Government to give practical effect to the suggestions of the Government of India in respect to the formation of a Port Trust. These suggestions were made more than two years ago, and, considering the approaching completion of the harbour, no delay should occur in creating the necessary machinery for its management.

I have, &c.,
(Signed) HARTINGTON.

His Excellency the Honorable
The Governor in Council, Fort St. George.

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* Dated 12th May 1881.

MADRAS HARBOUR.

REPORT of Progress for the Quarter ending 31st March 1881.

23, ABINGDON STREET,
12th May 1881.

I HAVE the honor to enclose herewith a plan, showing the state of the works on the 31st March, and a photograph taken 5th April. I also enclose copies of three reports made to the Government while I was at Madras. The first, dated 25th January, on the changes of the coast line north of the harbour, with two tracings attached. The second (printed with General Order, No. 712 W.,) dated 1st March, on the estimate and statements of expenditure. The third, dated 14th March, on the reclamation of the beach and the boat jetties proposed to be erected within the harbour, with a plan attached.

2. I was myself at Madras from the 6th January till the 5th March, and again for a day on the 14th, so that the greater portion of the work executed within the quarter was done under my own inspection.

3. The progress made was good, the north pier having advanced in the quarter 239 feet, and the south pier 496 feet, notwithstanding the work was much impeded in the month of January by frequent rough seas.

4. The shorter length of the north pier is due to its having been widened out to form the head. The actual amount of work done was equivalent to a length of nearly 400 feet of the normal section.

5. Its present termination is within a few feet of its extreme end, and some of the end blocks were actually set during the first four days of April, but, for the first time in the course of this work, a partial failure occurred. The tier of blocks which is to form the south-east corner of the pier head, being set upon the unconsolidated rubble foundation, proved unable to withstand the lateral pressure of the adjacent blocks which lean against it, and it was forced so much out the vertical in both directions that it was necessary to take it up. A different arrangement of the blocks will have to be made to prevent a repetition of this. This will be prepared for during the necessary suspension of the work for the anticipated rough weather of May, and I see no reason to doubt that the next attempt will be quite successful. If so, the remainder of the pier head will be easily finished in the following fine season.

6. The rubble base for the north pier is completed, with the exception of such small quantity as may be required for levelling the foundations for the blocks not yet in place.

7. The forms of the pier heads have been finally determined on in consultation with the Master Attendant. The north pier will require 5,813 cubic yards, and the south pier 4,581 cubic yards of concrete blocks additional to the quantity originally estimated for, involving a total extra cost of Rs. 1,12,255, but of this Rs. 40,000 is met by the reduction which the alteration renders possible in the estimate for the lighthouses, and the remainder is well within the amount already saved on the total original estimate for the piers.

8. The south pier was, on the 31st March, 320 feet from the extreme end, and some further progress will have been made before the ensuing rough season. What remains will, I hope, be finally completed before next north-east monsoon in November. The advance had been somewhat delayed by the difficulty of getting labour for the quarries, so that the rubble base did not advance so fast as the superstructure, and the latter had to be retarded, but the quantity of stone now remaining to be deposited (about 34,000 tons) is less than half that (71,396 tons) deposited in the last quarter, so there is little fear of any ultimate delay from this cause.

9. Unless, therefore, anything very unforeseen should occur, it may be expected that the two piers will be completed, and the establishment much reduced, if not entirely broken up, before November.

10. For several months past the harbour has been used by the great majority of the steamers frequenting the port, notwithstanding the incomplete state of the piers, and the want of fixed moorings. Native sailing craft also anchor in considerable numbers under shelter of the piers, both inside and outside the harbour. The larger class of sailing ships have not yet come inside; the only exception being that of the "Czarewitch," the Indian Government troopship which has twice sailed in and out. It is considered, however, that there should be a steam tug provided for use when necessary before ordinary merchant sailing ships of large size can prudently use the harbour.

11. The advantage to the operation of landing and shiping cargo is found to be so great that the legal rate of boat hire has been reduced from 2½ to 1½ rupees per trip. This is equivalent to half a rupee per ton. Another half rupee might certainly be saved by the use of larger boats and more convenient jetties.

12. Up to the date of my leaving Madras, however, no arrangements had been made by which this saving was credited to the harbour revenue.

2011

13. It may be anticipated that the addition which has been made to the south pier in the last quarter will have the effect of increasing the effective shelter of the harbour more than the same length of pier in any part previously built. Some disappointment appears to have been felt at the imperfect shelter afforded in the last south-west monsoon, and still more during the heavy seas from the east and south-east which prevailed in the middle of November, but at that time the length of the south pier was not sufficient to embay any considerable area of the harbour, and the north pier was rather injurious than otherwise, by reflecting the waves from its south face into the middle of the harbour. Every addition made since then, however, has covered a proportionate area in the width of the harbour, and I think in the ensuing south-west monsoon a great improvement will be perceptible. This will be further increased by the addition of 300 feet, as yet incomplete.

14. A reference to the plan will show that the annual addition to the shore south of the harbour continues as anticipated. The last year's addition looks rather large; but not to an extent beyond the range of variation from year to year that may be expected. The former vague fears of the local public as to the evil effects of this accumulation appear to have vanished, and to be replaced by a general desire, both in public and private interests, to occupy the ground gained from the sea for useful purposes.

15. The attention of the Government of Madras has been called to the question whether the annual value of this land be not a legitimate source of revenue to the harbour. The buildings shown in red upon the plan have recently been erected by the Commissariat Department as stables for horses and mules landed from ships.

16. With regard to the shore line within the harbour, I would remind you that, in my report on the quarter ending September 1880, (paragraphs 8—11), I pointed out the change that had taken place in the previous south-west monsoon was the opposite of that which had occurred in former monsoons. The north half was cut away and the south half advanced. The recent north-east monsoon has restored the line to nearly what it was in March 1880, but there is an advance of about 100 feet at the northern end. This is due to a deepening at a little distance from shore, which I mentioned in the same report. The additional width of beach is rather an advantage, especially as it is accompanied by a slightly increased depth of water abreast of it. Now that the beach is brought under more complete shelter of the piers, it is probable that there will be little more change.

17. The changes of the coast line north of the harbour form the subject of the appended report to the Government of Madras, dated 25th January, but I may here summarize my general conclusions.

18. A length of 1,100 yards of coast measured from the line of the north pier is now completely protected, the northern half of that length being faced with a rubble stone revetment, and on this there is nothing to remark at the present time. Northward of this, however, for a length of 2,000 yards, which is shown on tracing No. 1 accompanying that report, the coast was cut away between 1876 and 1878 for a width of 150 feet near the southern end, gradually diminishing to nothing at the northern end.

19. From 1878 to 1880 there was found, on comparing the lines of beach at corresponding seasons of the several years, to have been no further loss on the whole. There were gains of land during the north-east and losses during the south-west monsoons, which nearly balance one another each year. Moreover, the northernmost 600 yards of the length of land lost in 1877 and 1878 was regained in 1880, leaving the line of shore in that year very nearly what it was in 1876.

20. There were, however, in the early part of November 1880, some heavy seas from the north-east, which made rather serious inroads, but these were subsequently made up by the more moderate seas which followed from the same quarter, showing that heavy and moderate seas from the same quarter have opposite effects.

21. Some claims for compensation have been made by the owners of land abutting on the coast, and the claimants have submitted in support of their claims plans which show that changes larger in amount than those which are attributed to the action of the harbour works had taken place at former times. This is very clearly seen in the case of the shaded area marked on the tracing No. 1, as now offered for sale.

22. The above facts seem to point to the following conclusions:—

1st That the erosive action due to the harbour works has, for the present at least, ceased.
2nd That causes of erosion other than the harbour works have been in former times, and still are, in existence, and the adjoining land has always been held subject to the risk of the changes due to these causes.
3rd That a recuperative action is also going on.

23. In view of these conclusions, I advised that the Government should abstain from taking action which would involve an admission of liability for damage due to other causes than the harbour works, and that, in accordance with this principle, any further costly protective works were for the present unadvisable. It might be desirable, with the view of simplifying the

question where claims for compensation were made, however, to purchase such land abutting on the shore as could be obtained at a reasonable rate.

24. I would beg to call attention to the plan appended to my report of 14th March, showing the intended improvements of the beach between the piers. The works for these are now in hand, the cost being temporarily met from a balance of Rs. 1,38,000 standing to the credit of Port Funds, independent of the harbour works grant. I think there is no doubt that the interest upon this will be more than covered by the revenue that may be derived from letting the land for trade purposes, but no permanent financial arrangements have, I believe, been as yet determined on. As soon as the new jetties are completed, the existing screw pile pier will be for a time disused, but it will form the foundation of the next extension of accommodation that may be required. The piles are very strong, and suitable for carrying a new superstructure more adapted to the new system of landing and shipping. The present superstructure is not only inconvenient, but in a bad state of repair.

25. I have not yet received the statement of expenditure up to 31st March. When it comes to hand I will at once submit to you an abstract of it, compared with the estimate, as usual.

I have, &c.,
(Signed) W. PARKES.

The Secretary of State for India.

No. 63. ORDER THEREON, 16th August 1881, No. 2,011 W.

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2. Meanwhile the Honorable the Governor in Council considers it desirable, in view of the incomplete condition of the Harbour, that the question as to its immediate management pending the constitution of a Harbour Trust and as to the dues which may be fairly levied in present circumstances in the interests of all concerned should be considered by a carefully selected Committee.

3. The following gentlemen will therefore be requested to form themselves into a Committee for consideration and report on these points:—

The Honorable P. Macfadyen.
" " J. G. Coleman.
" Collector of Sea Customs.
" Master Attendant.
" Secretary of the Trades Association.
Major J. Pennycuick, R.E.
Mr. R. C. Walker.
Mr. Thorowgood.
The Government Solicitor.

(True Extract.)

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

To the Marine Department.

Exd. S. T. Austin.
Spare Copies

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Original

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of (1881) Madras.

PUBLIC WORKS.

To

THE MARINE DEPARTMENT.

Dated August, 16th.

Issued.

Recd. MADRAS HARBOUR WORKS AUG 24 1881 *Encl.*

G.O., 16th August 1881, No. 2,011 W.

AUGUST.
Nos. 62-63.

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Madras Harbour.—A Committee appointed to consider and report on certain points relating to the immediate management of the — pending the constitution of a Harbour Trust and as to the dues which may be fairly levied.

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(True Extract.)

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Secretary to Govt., P.W.D.

To the Marine Department.

Exd. S. T. Austin.
Spare Copies

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BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of (1881) Madras.

PUBLIC WORKS.

To

THE MARINE DEPARTMENT.

Dated August, 16th.

Issued

Recd. *Encl.*

G.O., 16th August 1881, *No.* 2,011 W.

AUGUST.
Nos. 62-63.

Madras Harbour.—A Committee appointed to consider and report on certain points relating to the immediate management of the — pending the constitution of a Harbour Trust and as to the dues which may be fairly levied.

India Office,
London, 23rd June 1881.

Public Works,
No. 14

To His Excellency The Honourable The Governor in Council, Fort St. George.

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I have the honour to be,
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Your most obedient humble Servant,

Hartington.

1157

ENCLOSURE.

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3. The progress made was good, the north pier having advanced in the quarter 239 feet, and the south pier 196 feet, notwithstanding the work was much impeded in the month of January by frequent rough seas.

4. The shorter length of the north pier is due to its having been widened out to form the head. The actual amount of work done was equivalent to a length of nearly 400 feet of the normal section.

5. Its present termination is within a few feet of its extreme end, and some of the end blocks were actually set during the first four days of April, but, for the first time in the course of this work, a partial failure occurred. The tiar of blocks which is to form the south-east corner of the pier head, being set upon the unconsolidated rubble foundation, proved unable to withstand the lateral pressure of the adjacent blocks which lean against it, and it was forced so much out of the vertical in both directions that it was necessary to take it up. A different arrangement of the blocks will have to be made to prevent a repetition of this. This will be prepared for during the necessary suspension of the work for the anticipated rough weather of May, and I see no reason to doubt that the next attempt will be quite successful. If so, the remainder of the pier head will be easily finished in the following fine season.

6. The rubble base for the north pier is completed, with the exception of such small quantity as may be required for levelling the foundations for the blocks not yet in place.

7. The forms of the pier heads have been finally determined on in consultation with the Master Attendant. The north pier will require 5,813 cubic yards, and the south pier 4,581 cubic yards of concrete blocks additional to the quantity originally estimated for, involving a total extra cost of Rs. 1,12,255, but of this Rs. 40,000 is met by the reduction which the alteration renders possible in the estimate for the lighthouses, and the remainder is well within the amount already saved on the total original estimate for the piers.

8. The south pier was, on the 31st March, 320 feet from the extreme end, and some further progress will have been made before the ensuing

rough season. What remains will, I hope, be finally completed before next north-east monsoon in November. The advance had been somewhat delayed by the difficulty of getting labour for the quarries, so that the rubble base did not advance so fast as the superstructure, and the latter had to be retarded, but the quantity of stone now remaining to be deposited (about 34,000 tons) is less than half that (71,396 tons) deposited in the last quarter, so there is little fear of any ultimate delay from this cause.

9. Unless, therefore, anything very unforeseen should occur, it may be expected that the two piers will be completed, and the establishment much reduced, if not entirely broken up, before November.

10. For several months past the harbour has been used by the great majority of the steamers frequenting the port, notwithstanding the incomplete state of the piers, and the want of fixed moorings. Native sailing craft also anchor in considerable numbers under shelter of the piers, both inside and outside the harbour. The larger class of sailing ships have not yet come inside; the only exception being that of the "Czarewitch," the Indian Government troop ship which has twice sailed in and out. It is considered, however, that there should be a steam tug provided for use when necessary before ordinary merchant sailing ships of large size can prudently use the harbour.

11. The advantage to the operation of landing and shipping cargo is found to be so great that the legal rate of boat hire has been reduced from 2½ to 1½ rupees per trip. This is equivalent to half a rupee per ton. Another half rupee might certainly be saved by the use of larger boats and more convenient jetties.

12. Up to the date of my leaving Madras, however, no arrangements had been made by which this saving was credited to the harbour revenue.

13. It may be anticipated that the addition which has been made to the south pier in the last quarter will have the effect of increasing the effective shelter of the harbour more than the same length of pier in any part previously built. Some disappointment appears to have been felt at the imperfect shelter afforded in the last south-west monsoon, and still more during the heavy seas from the east and south-east which prevailed in the middle of November, but at that time the length of the south pier was not sufficient to embay any considerable area of the harbour, and the north pier was rather injurious than otherwise, by reflecting the waves from its south face into the middle of the harbour. Every addition made since then, however, has covered a proportionate area in the width of the harbour, and I think in the ensuing south-west monsoon a great improvement will be perceptible. This will be further increased by the addition of 300 feet, as yet incomplete.

14. A reference to the plan will show that the annual addition to the shore south of the harbour continues as anticipated. The last year's addition looks rather large, but not to an extent beyond the range of variation from year to year that may be expected. The former vague fears of the local public as to the evil effects of this accumulation appear to have vanished, and to be replaced by a general desire, both in public and private interests, to occupy the ground gained from the sea for useful purposes.

15. The attention of the Government of Madras has been called to the question whether the annual value of this land be not a legitimate source of revenue to the harbour. The buildings shown in red upon the plan have recently been erected by the Commissariat Department as stables for horses and mules landed from ships.

16. With regard to the shore line within the harbour, I would remind you that, in my report on the quarter ending September 1880 (paragraphs 8—11), I pointed out the change that had taken place in the previous south-west monsoon was the opposite of that which had occurred in former monsoons. The north half was cut away and the south half advanced. The recent north-east monsoon has restored the line to nearly what it was in March 1880, but there is an advance of about 100 feet at the northern end. This is due to a deepening at a little distance from shore, which I mentioned in the same report. The additional width of beach is rather an advantage, especially as it is accompanied by a slightly increased depth of water abreast of it. Now that the beach is brought under more complete shelter of the piers, it is probable that there will be little more change.

17. The changes of the coast line north of the harbour form the subject of the appended report to the Government of Madras, dated 25th January, but I may here summarize my general conclusions.

18. A length of 1,100 yards of coast measured from the line of the north pier is now completely protected, the northern half of that length being faced with a rubble stone revetment, and on this there is nothing to remark at the present time. Northward of this, however, for a length of 2,000 yards, which is shown on tracing No. 1 accompanying that report, the coast was cut away between 1876 and 1878 for a width of 150 feet near the southern end, gradually diminishing to nothing at the northern end.

19. From 1878 to 1880 there was found, on comparing the lines of beach at corresponding seasons of the several years, to have been no further loss on the whole. There were gains of land during the north-east and losses during the south-west monsoons, which nearly balance one another each year. Moreover, the northernmost 600 yards of the length of land lost in 1877 and 1878 was regained in 1880, leaving the line of shore in that year very nearly what it was in 1876.

20. There were, however, in the early part of November 1880 some heavy seas from the north-east, which made rather serious inroads, but these were subsequently made up by the more moderate seas which followed from the same quarter, showing that heavy and moderate seas from the same quarter have opposite effects.

21. Some claims for compensation have been made by the owners of land abutting on the coast, and the claimants have submitted in support of their claims plans which show that changes larger in amount than those which are attributed to the action of the harbour works had taken place at former times. This is very clearly seen in the case of the shaded area marked on the tracing No. 1, as now offered for sale.

22. The above facts seem to point to the following conclusions:—

1st. That the erosive action due to the harbour works has, for the present at least, ceased.

2nd. That causes of erosion other than the harbour works have been in former times, and still are, in existence, and the adjoining land has always been held subject to the risk of the changes due to these causes.

3rd. That a recuperative action is also going on.

23. In view of these conclusions, I advised that the Government should abstain from taking action which would involve an admission of liability for damage due to other causes than the harbour works, and that, in accordance with this principle, any further costly protective works were for the present unadvisable. It might be desirable, with the view of simplifying the question where claims for compensation were

made, however, to purchase such land abutting on the shore as could be obtained at a reasonable rate.

24. I would beg to call attention to the plan appended to my report of 14th March, showing the intended improvements of the beach between the piers. The works for these are now in hand, the cost being temporarily met from a balance of Rs. 1,38,000 standing to the credit of port funds, independent of the harbour works grant. I think there is no doubt that the interest upon this will be more than covered by the revenue that may be derived from letting the land for trade purposes, but no permanent financial arrangements have, I believe, been as yet determined on. As soon as the new jetties are completed, the existing screw pile pier will be for a time disused, but it will form the foundation of the next extension of accommodation that may be required. The piles are very strong, and suitable for carrying a new superstructure more adapted to the new system of landing and shipping. The present superstructure is not only inconvenient, but in a bad state of repair.

Br Encl 4191/18

25. I have not yet received the statement of expenditure up to 31st March. When it comes to hand I will at once submit to you an abstract of it, compared with the estimate, as usual.

The Secretary of State
for India.

I have, &c.,
(Signed) W. Parkes.

2041

Mis: No 1039 W. d/ 27. April 1880
" " 1297 W. d/ 1st June 1880
" " 1369 W. d/ 11. " "
" 2804 W. d/ 6. Decr 1880
G. O. 234 W. 28. Jany 1881
" 257 W. 31st " "
[illegible] No 293 W. d/ 3rd Feby 1881
" 411 W. d/ 15 July 1881
G. O. 560 W. d/ 1st March /81
" 561 W. d/ Do Do Do
" 637 W. d/ 10. March /81
" 683 W. d/ 14. " "
" 712 W. d/ 16 " "
" 141 d/ 16. March /81
" 901 W. d/ 2nd April 1881
" 934 W. d/ 7. Do Do
1340 W. d/ 28. May 1881.

No. 4

P. W. C. No. 4191

Public Works

23rd June 1881.

The
Letter to Fort St. George
No. 17 & enclosure 1

Recd: 21 July 81

Resolution ~~[illegible]~~ 22-7-81 SR. 15. 8. 81
O.L.S. ~~[illegible]~~ 8/8
[illegible] 19. 9. 81

2011
7

PUBLIC WORKS DEPARTMENT.

No. $\frac{51}{2,012}$ W.

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

MY LORD MARQUIS,—With reference to your Lordship's despatch, P. W. No. 17, dated 23rd June 1881, on the subject of the Madras Harbour Works, we desire to invite your Lordship's attention to the Resolutions of this Government noted in the margin which we think will show that Mr. Parkes' presence in Madras throughout the next cyclone season, if not till the completion of the work (probably about this time next year), is highly desirable.

G.O., 8th June 1881, No. 1,436 W.
G.O., 26th July „ „ 1,826 W.

2. As the result of a joint inspection of the Colombo Harbour Works by the Chief Engineer and Master Attendant early in last May it will be observed* that we have considered it necessary to draw Mr. Parkes' attention to the difference in the massiveness of the breakwater at that place and of those at Madras, as also to certain observed action on the rubble base of the latter work; and again that, in the Progress Report† of the Superintendent of the Works for June 1881, we have further deemed it advisable to call for Mr. Parkes' observations with reference to (1) what would seem to indicate an undue amount of settlement in the rubble base towards the end of the breakwater, and (2) to some further erosion which has been reported as observed beyond the completed portion of the revetment north of the harbour.

* See G.O., 8th June 1881, No. 1,436 W.

† See G.O., 26th July 1881, No. 1,826 W.

3. There is nothing in the facts thus brought to notice which need, in our opinion, give rise to any doubt as to the stability of this great work; but taking into account the exceptional immunity which the operations have enjoyed from anything in the form of a heavy storm since their commencement, and at the same time the effects produced by the cyclones which periodically visit the East Coast it behoves us to take notice of matters which might otherwise be deemed of even trivial moment.

4. As, moreover, admitted by Mr. Parkes in paragraph 13 of his letter accompanying your Lordship's despatch, some disappointment appears to have been felt as to the imperfect shelter afforded in the last south-west monsoon, and although, no doubt, as pointed out by him a marked improvement will in all probability be perceptible with the finished piers, we are still of opinion that more disturbance of the water will be experienced during easterly winds than was at first anticipated, owing probably to the depth of the harbour being insufficient to break up and disperse the seas before reaching the shore at the base of the harbour. The question may in fact present itself as to whether it may not eventually be deemed desirable to

undertake the construction of such additional works as may tend to counteract this effect.

5. On these grounds we desire to place before your Lordship the necessity for Mr. Parkes' presence in Madras from probably the 15th October next till at least the end of the spring cyclone season, say 15th May 1882, if not till the completion of the work which, in the opinion of the Superintendent, Mr. Thorowgood, can hardly be looked for before this time next year.

6. It will be apparent to your Lordship that, taking into consideration the foregoing remarks and the possibility of further expense having to be incurred, either with a view to increase the strength of the work to secure the shore north of the harbour from further erosion, or to give in a more perfect manner still water within the harbour itself, it would be premature to call into existence a trust for the management of an incomplete work.

7. In the meanwhile, however, we have taken steps, through the medium of a carefully selected Committee, whose report will in due course be transmitted to your Lordship, to evoke a thoroughly reliable representation as to the kind of management which may be considered as best adapted for the work in future, and as to the dues which may be fairly levied in the interests of all concerned. The Committee will be composed of nearly all the gentlemen who would probably be named as members of the Port Trust and full reliance may therefore be placed on the results of their opinion.

We have the honor to be,
My Lord Marquis,
Your Lordship's most obedient, humble servants,

(Signed) W. HUDLESTON.
(„) DAVID F. CARMICHAEL.
(„) H. E. SULLIVAN.

OOTACAMUND,
17th ~~16th~~ August 1881.

Exd. E. C. Shunker.

2 of 11
12

OOTACAMUND.

PUBLIC WORKS DEPARTMENT.

Letter to the Most Honorable the Secretary of State for India.

Dated August.

No. $\frac{51}{2,012}$ W. *of* 1881.

MADRAS HARBOUR.—On the subject of Mr. Parkes' presence in Madras being highly desirable throughout the next cyclone season and the constitution of a Port Trust for the management of the work.

2011 W
2012 W

2011
13

For approval

It is I venture to think clear from al
the late correspondence that the Harbour wo
are by no means in a condition to be ma
over to a Port Trust until there are ma
points which call for my close study on the
part of the Engineer-in-Chief

The work is in fact an experiment on a large scale and un
under the test of a Severe Cyclone before any one can feel assured that it

2011
13

ile in all respec
eet the expectations
 its projector
The Master Attendant
ho has all along taken
ch an intelligent inte-
st in the work is quali
 an with me on the
point, and it will be
served that I have
ndeavoured in the
ccompanying draft
espatch to the S of S
o place these facts
 a light which without
nveying an apprehension
f anxiety will I hope
hew the necessity for
easure, and for my
careful study of all
e facts by Mr Parker
ining the next
two cyclone seasons

Meanwhile it seem
essential to see to
what extent the incre
and admitted ad-
-vantages of the Harbo
can be turned to accou
towards paying a f
interest on the cost o
construction

After consulting Cap
Taylor I venture to
suggest for the consider
of Government that a
Committee to advise
as to these and other poin
connected with the
future administration
of the Harbour be
appointed composed
as follows

1 Honble P. Macfadyen
2 Honble J. G. Coleman
3 Collector of Sea Customs
4 Master Attendant
5 4 Secy. of Trades Associatio
6 5 Major Pennycuick
7 6 Mr A C Walker

Thomas Good

[illegible] to [illegible]

as other Defendt Appear

and [illegible]

Otto

7/8/81

---

and 3 b - 7

2011
15

8/8/81

[illegible] appl 8th

[illegible] Dunstan

from the Defendt

[illegible] f

16.8.81

C Ted 4191

2011/12

Any native to be named on the proposed Committee to the Harbour?

H

— Kindly say whether the order is to issue without the addition of a native member of Committee?

R.S.
11-8

C A W
order to issue without any native name
AW
11/8/81

No. 51 / 2012 W a/ 16th Aug/81

To the Most Honble
the Secy of State for India
My Lord Marquis,

p 11

8/8/81

X G.O. 8/6/81 No 1436 W
G.O. 26/7/81 No 1826 W

Can we say this? & should be modified first

With reference to your Lordship's despatch P.W. No 17 dated 23rd June 1881 on the subject of ~~the~~ Madras Harbour works we desire to invite your Lordship's attention to the Res.ns of this Government noted in the margin X ~~from~~ which ~~be thought still expr~~ ~~it will be observed~~ ~~that~~ Mr. Parkes's presence in Madras through-out the next cyclone season, if not till the completion of the work (probably about this time next year) ~~would appear to~~ ~~be~~ is thought desirable.

2. As the result of a joint inspection of the Columbo Harbour works by the Chief

Engineer and Master
Attendant early in
last May it will be
observed that we
have considered it
necessary to draw Mr
Parkes's attention to
the difference in the
masonries of the
breakwater at that
place and of those
at Madras as also to
certain observed action
on the rubble base of
the latter work; and
again but on the Progress
Report x of the Superintendent
of the Works for June
1881, we have further
deemed it advisable
to call for Mr Parkes's
observations with
reference to (1) what
would seem to indicate

x See G O 8th June 1881
No 36 W

x See G.O. 26 July
1881 No 18 26 W

an undue amount
of settlement in the
rubble base towards
the end of the breakwater
and (2) to some further
erosion which has been
reported as observed beyond
the completed portion of
the revetment north
of the breakwater 2.0!!

3 — There is nothing in
~~any of~~ the facts thus
brought to notice which
need in our opinion
give rise to any doubt
as to the stability of
this great work, but
taking into account
the exceptional immunity which the operations have enjoyed
from anything in the form
of a heavy storm since
its commencement, it
behoves us to take
notice of matters which

and at the same time
the effects produced by
the cyclones which periodically
visit the
east-coast

might otherwise be deemed of even trivial moment

4 As moreover admitted by Mr. Parkes in para 13 of his letter accompanying your Lordship's despatch, some disappointment appears to have been felt as to the imperfect shelter afforded in the last South West monsoon, and although as [illegible] as pointed out by him a marked improvement will in all probability be perceptible with the finished piers we are still of opinion ~~that~~ more disturbance of the water will be experienced during easterly winds ~~[illegible]~~ than was at first anticipated, owing probably to the depth of the Harbour being insufficient to break up and disperse the seas before reaching the shore at the base of the Harbour

The question may in fact present itself as to whether it may not eventually be deemed desirable to undertake the construction of such additional works as may tend to counteract this effect

but suppose we get no cyclones all the time he is here? &

What statistics are available as to their periodical recurrence. I think they occur once in a decade & the last serious one was in May 1872

5 On these grounds we desire to place before your Lordship the necessity for Mr Parkes' presence in Madras ~~until probably the~~ 15th October ~~until~~ till at least the end of the Spring cyclone season say 15th May 1882 or if not till the completion of the works which in the opinion of the Superintending Engineer can hardly be looked for before this time next year

6 It will be apparent to [illegible]

~~that~~ taking into consideration the foregoing remarks and the possibility of further expense having to be incurred either with a view to increase ~~the strength of the work~~, to secure the shore ends of the Harbour from further erosion, or to give in a more perfect manner still water within the Harbour itself, it would be premature to call into existence a Trust for the management of an incomplete work.

7. In the meanwhile however we have taken steps through the medium of a ~~highly~~ influential Committee, whose Report will in due course be transmitted to Your Lordship, to evoke a thoroughly reliable representation as to the kind of management which may ~~best~~ be considered as best adapted for the work in future, and as to the dues which may be fairly levied in the ~~interests~~ of all concerned — The Committee will be composed of nearly all the Gentlemen who would probably be named as Members of the Port Trust, & full reliance may therefore be placed on the results of their opinion.

Carefully selected

2011

1/8/81

desp 26/8/81 with Nos 1436 W / 8-6-81, 1826 W / 26-7-81 & 2011 W / 16-8-81

Civ/A

No. 2011 W

P. W. Department.

3 of 1
C [illegible]

PROCEEDINGS of the MADRAS GOVERNMENT.

Under date the 16th Augt 1881.

READ the following

2011
27

Despatch from the Secy: of State for India. } (H.E. No: 17 of 23rd June /81)

21

10

Ordered that the Secretary of State be addressed.

2. Meanwhile the Honourable the Governor in Council considers it desirable in view of the incomplete condition of the Harbour that the question as to ~~the future~~ the immediate management ~~of the Harbour~~ pending the construction of a Harbour Trust and as to the dues which may be fairly levied in the present circumstances in the interests

I should like to add a Native Member of this Board, but I know of no proper person to add yet.

R.S.

~~The Hon the Govr~~

of all concerned should be considered by a carefully selected Committee.

3. The following gentlemen will therefore be requested to form themselves into a Committee for consideration and report on these points.

The Honble P. Macfadyen
" Honble J. G. Coleman
" Collector of Sea Customs
" Master Attendant
" Secy: of the Trades Association
Major Pennycuick R.E.
Mr. R. C. Walker
Mr. Thorowgood
The Govt. Solicitor

(The Hon [illegible] ul.)

10/8/87

To the Marine Dept.

10/8/87

2011/22

4191

Govt. of {1881} Madras.

PUBLIC WORKS.

To

Report 4/10

5-6 [illegible]

Dated

Issued

Recd.

Encl.

G. O., 16 Augt 1881, No. $\frac{2011}{2012}$ W

Nos. 62-63

Madras Harbour ~~[illegible]~~

A Committee appointed to consider and report on certain points relating to the immediate management of the — pending the constitution of a Harbour Trust and as to the dues which may be fairly levied.

Entd in Receipt Regr.

33/√

S of S

Madras Harbour

On the subject of Mr Parkes' presence in Madras being highly desirable ~~being on~~ throughout the next cyclone season and the constitution of a Port Trust for the management of the work.