Archives I —10,006—16-8 77.

(1) Number of pages 32

(2) Date of repair Feb 87

(3) Initials of the Referencer Cows

# TAMIL NADU ARCHIVES

## GOVERNMENT OF TAMIL NADU

PUBLIC WORKS DEPARTMENT

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| G.O. No. / B.P. No. | 2956-W. | Press. / Mis. |
| Dated | 25.11.1881 | ~~197~~. |

*Not to be folded or roughly handled*

2956/1

GOVERNMENT OF MADRAS.

# PUBLIC WORKS DEPARTMENT.

25th November 1881, No. 2956 W.

**Buildings and Roads.**
**Civil Works.**

Read the following paper :—

No. 121. Despatch from the Most Honorable the Secretary of State for India.

Public Works,
No. 35.

INDIA OFFICE, LONDON,
27th October 1881.

SIR,—Upon receipt of your Excellency's Public Works letter, No. 51, dated 17th August last, your suggestion that Mr. Parkes should be deputed to Madras to watch the effects of the next two cyclone seasons upon the Harbour Works was communicated to that gentleman.

2. In reply, I have received a letter from Mr. Parkes, in which, while stating his willingness to go out whenever his services could be usefully employed, he expresses an opinion that no good would result from his deputation at the present time. A copy of Mr. Parkes' letter is enclosed. Its tenor seems to me to be well founded, and I do not feel that I have before me any sufficient reason for calling upon him to proceed to India at this time.

Dated 28th September 1881.

3. As regards the comparisons that have been drawn between the sections of the Madras and the Colombo breakwaters to the disadvantage of the former, I will content myself with referring you to Mr. Parkes' letter of 4th August last, which was transmitted to you with my despatch, No. 26, of the 24th idem, and particularly to what is said by Mr. Parkes in paragraphs 12 and 13 of that letter.

4. Mr. Parkes has also addressed a letter to me, dated 28th September, in reference to the orders, which were issued by your Government (20th August 1881, No. 2077 W.) directing Mr. Thorowgood to suspend action on instructions which he had received by telegraph from Mr. Parkes on a detail of construction. It appears that Mr. Parkes' instruction had been carried out before your orders were received, but Mr. Parkes thinks that these orders were an interference with his proper responsibility, and I am disposed to agree with him.

5. I must further remark that the reasons which have induced you to defer the institution of a Port Trust or Local Board of some kind for the administration of the harbour, do not appear conclusive.

6. Although it be possible, or even probable, that additions will be required to the engineering work, the harbour is already used, and affords shelter. No dues can be levied except under the authority of some law, and the application of the law to the complicated and often conflicting interests of those by whom the charges will be borne should in my opinion be entrusted at the earliest possible time to a regularly constituted and thoroughly responsible Board of Management.

I have, &c.,

(Signed) HARTINGTON.

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

From W. PARKES, Esq., M. INST. C. E., Engineer-in-Chief, Madras Harbour Works, to the Under Secretary of State for India, dated 23, Abingdon Street, 28th September 1881.

*Madras Harbour.*

I HAVE the honor to return, herewith, the papers forwarded to me, with your letter of 23rd instant, and I also beg to enclose for perusal, as having an important bearing on the same question, copies of a letter from myself to Captain Taylor, dated 10th June, and of a printed paper containing one from Captain Taylor to the Madras Government, a memorandum by Colonel Sankey, R.E., and the order thereon, dated 1st August.

2. The Government of Madras are of opinion that my presence in Madras is highly desirable from "probably the 15th October next till at least the end of the spring cyclone season, say, 15th May 1882."

3. The grounds for this opinion appear to be that questions have arisen, or may arise based on the following facts:—

1. That the Madras breakwaters are 10 feet narrower than that in course of construction at Colombo.
2. That the rubble base at Madras had been on one occasion acted on by the sea.
3. That some settlement had taken place near the end of one of the breakwaters.
4. That some further erosion had been observed in the shore beyond the completed portion of the revetment north of the harbour.
5. That some disappointment appears to have been felt as to the imperfect shelter afforded, and that the question may present itself whether it may not eventually be deemed desirable to undertake the construction of additional works.

4. It is satisfactory to find that the first four of these facts do not, in the opinion of the Government, "give rise to any doubt as to the stability of this great work," and, with regard to the fifth, the opinion of Captain Taylor, that the advantages of the harbour even in its present state "will richly repay the dues in the shape of landing and shipping charges and increased port dues," seems to be conclusive against any great urgency in the demand for supplementary works.

5. So far, therefore, I would submit that the statements made in the various papers do not very clearly indicate what particular questions of immediate urgency require my personal investigation on the spot.

6. I have not been satisfied, however, with this negative result, but have myself carefully reconsidered all the questions which still remain open, and have been unable to discover any of which my presence at Madras would materially facilitate the solution. I would most respectfully submit that I am the only competent judge of how far the voluminous information in the form of letters, returns, plans, measurements, &c., which come to me from Madras every week requires to be supplemented by personal observation. From time to time this is necessary, but I do not feel it to be so at present, and the papers under consideration suggest no new questions whatever.

7. The necessity of my being at Madras during the cyclone seasons is suggested, but I think the idea fails to take a practical form when more closely examined. The twelve cyclone seasons, of which the very competent executive staff has already had experience, in every one of which there was more or less rough weather, and sometimes very heavy seas, have only served to confirm our confidence in the work as executed to withstand even much heavier seas than those to which they have been exposed; and there has been definite evidence of the effect of these latter, although the actual breakwater works have never been damaged. Whenever the real test of a "first-class cyclone" is brought to bear it will show, what we do not at present know, whether there is any weak place in the work, and if there is, we may be sure that it will also suggest how the weak place may be strengthened.

8. But this knowledge cannot be obtained by the most experienced observer watching the sea breaking over the works, even if this much could be witnessed, which is doubtful. It must be based upon the careful surveys made during the subsequent calm. In the event of any serious damage to the works I need not say that I should be ready, at any personal sacrifice, to do what might appear to be best for determining on the mode of remedying it, and preventing its recurrence. But at present I cannot imagine that my presence at Madras would enable me to suggest anything to put the works in a better state to bear the test.

9. With regard to the five points put forward as grounds for my visiting Madras, I may remind you that I have already, on 4th August reported on the first, giving my reasons for the adoption of the 24-feet width of breakwater. I did not mention the second, the action on the rubble base, in that report, because my description of the occurrence had been quoted in full by Captain Taylor and Colonel Sankey in their memorandum, and I thought that the simple statement of facts might speak for itself. A hole was scoured out from the rubble base at a great depth, but in a position and under conditions which would be materially altered in the



completed work. It was evidence of a great destructive force of sea, but at the same time of the ample provision made against its effects.

10. The third and fourth points were dealt with in my letter to you of 1st September, based on the telegraphic report of the proceedings at the Legislative Council, which appeared in the *Times*. On the fifth point Captain Taylor's testimony is all I can want, but I may mention that it is confirmed by Mr. Beardmore, who, at my request, made some special observations on the shelter afforded by the piers.

11. There is one other point which is not alluded to in the letter of the Government, but of which a good deal is made in the newspaper reports of the proceedings, viz., the supposed collection of sand or silt in the harbour. In my letter of 1st September I gave an emphatic denial to the assertion of its existence. To this denial I adhere in substance. But what I meant specially to negative was the supposition, which is deeply rooted in the minds of many persons, that sand finds its way into the harbour by the entrance. This would be the only legitimate application of the term "silting," and I am perfectly satisfied that no such action is going on. But, since I wrote that letter, I have been informed of some further changes of the shore line within the harbour, which have not as yet been satisfactorily explained, though I have no doubt they will be. If I had known of these changes I should have taken care to define the limits of my assertion that not a grain of sand had entered the harbour. It is quite certain, however, that, though these changes of the shore line may give a temporary handle to an adverse critic, they cannot be due to any serious deteriorating action.

12. On the whole, then, I feel bound to submit my conclusion that there is not sufficient justification for the cost of my visiting Madras at the present time. I should have no personal objection to it if sufficient reason existed, and if there existed in the minds of the authorities at Madras any serious misgivings as to the success of the works, which my explanations, after further local investigation, were likely to remove, that would be a sufficient reason, but the papers referred to me give no expression to such misgivings. On the contrary, Captain Taylor's letter is most reassuring upon the only point on which a doubt seemed to exist, viz., the sufficiency of the shelter for the present requirements of the trade. The suggestion that further works may be required fully to develope the advantages of the harbour is rather to the credit of the scheme than otherwise, but it would be premature to discuss the details of such further works till their want is felt. I would express a hope, therefore, that the Government of Madras will be satisfied to allow me to watch the progress of events as hitherto, and I pledge myself to allow no personal considerations to prevent my asking for the sanction of the Secretary of State to my visiting Madras whenever I think that my doing so will be advantageous to the work.

---

From W. PARKES, Esq., M. INST. C.E., Engineer-in-Chief, Madras Harbour Works, to the Master Attendant, Madras, dated 23, Abingdon Street, 10th June 1881.

IN his recent letters to me, Thorowgood has given me the results of his observations on the amount of shelter afforded by the nearly completed piers during the southerly and easterly seas lately prevalent. He expresses himself as somewhat disappointed in the effect produced, and signifies that a similar feeling is expressed in other quarters.

Too much importance must not be attached to such expressions of disappointment. The anticipations with which the still incomplete reality is compared were necessarily based on very indefinite grounds, and some disappointment is quite consistent with the fact of very important practical results having been attained.

But I think the existence of these feelings of disappointment makes it desirable that there should be some authoritative statement of the positive results which have been already obtained, and of the degree of further improvement which may be anticipated from the completion of the works.

To defer this till the piers are complete would virtually be to defer it for a year, for it will not be till May 1882 that the seas will again be prevalent from the quarters which are most complained of. By that time the Harbour Works establishment will be broken up, and if any question should arise it would be discussed at a disadvantage. It cannot now be difficult to make allowance for the difference between the present opening of 750 feet and the ultimate one of 550 feet in admitting the swell.

What I would suggest, therefore, is that you should report to the Government how far, from your own observation, you think the number of ships which may be expected under ordinary conditions of trade to be in the harbour at one time can be berthed in water sufficiently calm to allow of cargoes being discharged and shipped at all ordinary times, and how far, at the same time, the landing jetties, or at least one of them, will be sufficiently under shelter to allow the cargo boats to lie alongside them. You would thus indicate the limits of the accommodation which the harbour will afford, and from this a judgment could be formed as to the best way of extending those limits immediately, if necessary, or at some future time if an increased trade should call for it.

If your opinion be that the works as now sanctioned will suffice for the immediate requirements of the trade, the immediate object for which the harbour has been constructed will have been attained, even though the results be not quite so much in excess of that immediate object as you or I, or others, may have pictured to ourselves.

I need not tell you that there are various ways of making the shelter more perfect by supplementary works, the cost of which would be small compared with the amount already expended, but it would be premature to discuss the relative merits of these until the necessity for them is shown to exist.

---

No. 121-A. ORDER THEREON, 25th November 1881, No. 2956 W.

No. 71, dated 15th November 1881.
" 74, " 23rd " "

RECORDED, with reference to the Despatches to the Secretary of State quoted in the margin.

2. The subject of paragraphs 5 and 6 of the Despatch from the Secretary of State will be considered in connection with the report of the Committee to be submitted under G.O., No. 2512 W., dated 14th October 1881, and in the light of such further information as may be before the Government after the works shall have been inspected and reported on by the Engineer-in-Chief.

(True Extract.)

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

To the Superintendent of the Madras Harbour Works.
" Marine Department.

Exd. E. C. Shunker.
Spare Copies

BUILDINGS AND ROADS
CIVIL WORKS.

# Govt. of (1881) Madras.

## PUBLIC WORKS.

To

THE SUPERINTENDENT OF THE
MADRAS HARBOUR WORKS,
&c., &c., &c.

Dated November, 25th.

Issued

Rec'd. Encl.

G.O., 25th November 1881, No. 2956 W.

NOVEMBER.
Nos. 121-121-A.

*Madras Harbour Works.*—Despatch from the Secretary of State for India regarding the necessity of Mr. Parkes' presence at Madras during the cyclone seasons from 15th October to 15th May 1882, recorded with remarks.

India Office,
London, 27th October 1881.

Public Works,
No. 56

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

SIR,

Para. 1. Upon receipt of your Excellency's Public Works Letter, No. 51, dated 17th August last, your suggestion that Mr. Parkes should be deputed to Madras to watch the effects of the next two cyclone seasons upon the harbour works was communicated to that gentleman.

2. In reply, I have received a letter from Mr. Parkes, in which, while stating his willingness to go out whenever his services could be usefully employed, he expresses an opinion that no good would result from his deputation at the present time. A copy of Mr. Parkes's letter* is enclosed. Its tenor seems to me to be well founded, and I do not feel that I have before me any sufficient reason for calling upon him to proceed to India at this time.

* Dated 28th September 1881.

3. As regards the comparisons that have been drawn between the sections of the Madras and the Colombo breakwaters to the disadvantage of the former, I will content myself with referring you to Mr. Parkes's letter of 4th August last, which was transmitted to you with my Despatch, No. 26, of the 24th idem, and particularly to what is said by Mr. Parkes in parns. 12 and 13 of that letter.

4. Mr. Parkes has also addressed a letter to me, dated 28th September, in reference to the orders which were issued by your Government (20th August 1881, No. 2077 W.), directing Mr. Thorowgood to suspend action on instructions which he had received by telegraph from Mr. Parkes on a detail of construction. It appears that Mr. Parkes's instructions had been carried out before your orders were received; but Mr. Parkes thinks that these orders were an interference with his proper responsibility, and I am disposed to agree with him.

5. I must further remark that the reasons which have induced you to defer the institution of a Port

Trust or Local Board of some kind for the administration of the harbour do not appear conclusive.

6. Although it be possible, or even probable, that additions will be required to the engineering work, the harbour is already used, and affords shelter. No dues can be levied except under the authority of some law, and the application of the law to the complicated and often conflicting interests of those by whom the charges will be borne should, in my opinion, be entrusted at the earliest possible time to a regularly constituted and thoroughly responsible Board of Management.

I have the honour to be,

Sir,

Your most obedient humble Servant,

(Signed) HARTINGTON.

ENCLOSURES.

Madras Harbour.

23, Abingdon Street,
28th September 1881.

Sir,

I have the honour to return herewith the papers forwarded to me, with your letter of 23rd instant, and I also beg to enclose for perusal, as having an important bearing on the same question, copies of a letter from myself to Captain Taylor, dated 10th June, and of a printed paper containing one from Captain Taylor to the Madras Government, a memorandum by Colonel Sankey, R.E., and the order thereon, dated 1st August.

2. The Government of Madras are of opinion that my presence in Madras is highly desirable from "probably the 15th October next till at "least the end of the spring cyclone season, say, 15th May 1882."

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5. That some disappointment appears to have been felt as to the imperfect shelter afforded, and that the question may present itself whether it may not eventually be deemed desirable to undertake the construction of additional works.

4. It is satisfactory to find that the first four of these facts do not, in the opinion of the Government, "give rise to any doubt as to the "stability of this great work," and, with regard to the fifth, the opinion of Captain Taylor, that the advantages of the harbour even in its present state "will richly repay the dues in the shape of landing and "shipping charges and increased port dues," seems to be conclusive against any great urgency in the demand for supplementary works.

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

The Under Secretary of State
for India.

---

Enclosure in above.

23, Abingdon Street,
10th June 1881.

My dear Taylor,

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Too much importance must not be attached to such expressions of disappointment. The anticipations with which the still incomplete reality is compared were necessarily based on very indefinite grounds, and some disappointment is quite consistent with the fact of very important practical results having been attained.

But I think the existence of these feelings of disappointment makes it desirable that there should be some authoritative statement of the positive results which have been already obtained, and of the degree of further improvement which may be anticipated from the completion of the works.

To defer this till the piers are complete would virtually be to defer it for a year, for it will not be till May 1882 that the seas will again be prevalent from the quarters which are most complained of. By that time the Harbour Works Establishment will be broken up, and if any question should arise it would be discussed at a disavantage. It cannot now be difficult to make allowance for the difference between the present opening of 750 feet and the ultimate one of 550 feet in admitting the swell.

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the harbour will afford, and from this a judgment could be formed as to the best way of extending those limits immediately, if necessary, or at some future time if an increased trade should call for it.

If your opinion be that the works as now sanctioned will suffice for the immediate requirements of the trade, the immediate object for which the harbour has been constructed will have been attained, even though the results be not quite so much in excess of that immediate object as you or I, or others, may have pictured to ourselves.

I need not tell you that there are various ways of making the shelter more perfect by supplementary works, the cost of which would be small compared with the amount already expended, but it would be premature to discuss the relative merits of these until the necessity for them is shown to exist.

Believe me, &c.,

(Signed) W. Parkes.

No 1

Public Works
27th October 1881.

Copy
Letter to Fort St George
No 35 Enclosures

No. 2958 W-25-11-81

Rec'd 25/11

2008.

Public Works
No 35

India Office,
London, 27th October 1881.

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Its tenor seems to me to be
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dated 10 Sept 1881

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sible Board of management.

I have the honor to be.
Sir,
Your most obedient
humble Servant

Hartington

F.6. No. 1436 W. 8-6-81.
" " 1826 W. 26-7-81.
" " 2011 W. 16-8-81.
Secs. " 51/2012 W. 17-8-81.
F.6. " 2077 W. 20-8-81
" " 2512 W. 14-10-81.
" " 2552 W. 16-10-81.
" " 2854 W. 15-11-81.
Secs. " 21/2855 W. 15-11-81.

No. 3

P. W. D. No. 6502

Public Works

27th October 1881

1-1

The

Letter to Lord St. George

No 35 enclosures.

Rec'd 21st Nov 81

Recd 18 Nov 1881

C. 24-11

C. 24-11.

2852

28/52

ENCLOSURES.

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4. It is satisfactory to find that the first four of these facts do not, in the opinion of the Government, "give rise to any doubt as to the "stability of this great work," and, with regard to the fifth, the opinion of Captain Taylor, that the advantages of the harbour even in its present state "will richly repay the dues in the shape of landing and "shipping charges and increased port dues," seems to be conclusive against any great urgency in the demand for supplementary works.

4. So far, therefore, I would submit that the statements made in the various papers do not very clearly indicate what particular questions of immediate urgency require my personal investigation on the spot.

5. I have not been satisfied, however, with this negative result, but have myself carefully reconsidered all the questions which still remain open, and have been unable to discover any of which my presence at Madras would materially facilitate the solution. I would most respectfully submit that I am the only competent judge of how far the voluminous information in the form of letters, returns, plans, measurements, &c., which come to me from Madras every week requires to be supplemented by personal observation. From time to time this is necessary, but I do not feel it to be so at present, and the papers under consideration suggest no new questions whatever.

6. The necessity of my being at Madras during the cyclone seasons is suggested, but I think the idea fails to take a practical form when more closely examined. The twelve cyclone seasons, of which the very competent executive staff has already had experience, in every one of which there was more or less rough weather, and sometimes very heavy seas, have only served to confirm our confidence in the work as executed to withstand even much heavier seas than those to which they have been exposed; and there has been definite evidence of the effect of these latter, although the actual breakwater works have never been damaged. Whenever the real test of a "first-class cyclone" is brought to bear it will show, what we do not at present know, whether there is any weak place in the work, and if there is, we may be sure that it will also suggest how the weak place may be strengthened.

7. But this knowledge cannot be obtained by the most experienced observer watching the sea breaking over the works, even if this much could be witnessed, which is doubtful. It must be based upon the careful surveys made during the subsequent calm. In the event of any serious damage to the works I need not say that I should be ready, at any personal sacrifice, to do what might appear to be best for determining on the mode of remedying it, and preventing its recurrence. But at present I cannot imagine that my presence at Madras would enable me to suggest anything to put the works in a better state to bear the test.

8. With regard to the five points put forward as grounds for my visiting Madras, I may remind you that I have already, on 4th August, reported on the first, giving my reasons for the adoption of the 24-feet width of breakwater. I did not mention the second, the action on the rubble base, in that report, because my description of the occurrence had been quoted in full by Captain Taylor and Colonel Sankey in their memorandum, and I thought that the simple statement of facts might speak for itself. A hole was scoured out from the rubble base at a great depth, but in a position and under conditions which would be materially altered in the completed work. It was evidence of a great destructive force of sea, but at the same time of the ample provision made against its effects.

9. The third and fourth points were dealt with in my letter to you of 1st September, based on the telegraphic report of the proceedings at the Legislative Council, which appeared in the "Times." On the fifth point Captain Taylor's testimony is all I can want, but I may mention that it is confirmed by Mr. Beardmore, who, at my request, made some special observations on the shelter afforded by the piers.

10. There is one other point which is not alluded to in the letter of the Government, but of which a good deal is made in the newspaper reports of the proceedings, viz., the supposed collection of sand or silt in the harbour. In my letter of 1st September I gave an emphatic denial to the assertion of its existence. To this denial I adhere in substance. But what I meant specially to negative was the supposition, which is deeply rooted in the minds of many persons, that sand finds its way into the harbour by the entrance. This would be the only legitimate application of the term "silting," and I am perfectly satisfied that no such action is going on. But, since I wrote that letter, I have been informed of some further changes of the shore line within the harbour, which have not as yet been satisfactorily explained, though I have no doubt they will be. If I had known of these changes I should have taken care to define the limits of my assertion that not a grain of sand had entered the harbour. It is quite certain, however, that, though these changes of the shore line may give a temporary handle to an adverse critic, they cannot be due to any serious deteriorating action.



11. On the whole, then, I feel bound to submit my conclusion that there is not sufficient justification for the cost of my visiting Madras at the present time. I should have no personal objection to it if sufficient reason existed, and if there existed in the minds of the authorities at Madras any serious misgivings as to the success of the works, which my explanations, after further local investigation, were likely to remove, that would be a sufficient reason, but the papers referred to me give no expression to such misgivings. On the contrary, Captain Taylor's letter is most reassuring upon the only point on which a doubt seemed to exist, viz., the sufficiency of the shelter for the present requirements of the trade. The suggestion that further works may be required fully to develope the advantages of the harbour is rather to the credit of the scheme than otherwise, but it would be premature to discuss the details of such further works till their want is felt. I would express a hope, therefore, that the Government of Madras will be satisfied to allow me to watch the progress of events as hitherto, and I pledge myself to allow no personal considerations to prevent my asking for the sanction of the Secretary of State to my visiting Madras whenever I think that my doing so will be advantageous to the work.

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

The Under Secretary of State
for India.

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Enclosure in above.

23, Abingdon Street,
10th June 1881.

My dear Taylor,

In his recent letters to me, Thorowgood has given me the results of his observations on the amount of shelter afforded by the nearly completed piers during the southerly and easterly seas lately prevalent. He expresses himself as somewhat disappointed in the effect produced, and signifies that a similar feeling is expressed in other quarters.

Too much importance must not be attached to such expressions of disappointment. The anticipations with which the still incomplete reality is compared were necessarily based on very indefinite grounds, and some disappointment is quite consistent with the fact of very important practical results having been attained.

But I think the existence of these feelings of disappointment makes it desirable that there should be some authoritative statement of the positive results which have been already obtained, and of the degree of further improvement which may be anticipated from the completion of the works.

To defer this till the tiers are complete would virtually be to defer it for a year, for it will not be till May 1882 that the seas will again be prevalent from the quarters which are most complained of. By that time the Harbour Works Establishment will be broken up, and if any question should arise it would be discussed at a disavantage. It cannot now be difficult to make allowance for the difference between the present opening of 750 feet and the ultimate one of 550 feet in admitting the swell.

What I would suggest, therefore, is that you should report to the Government how far, from your own observation, you think the number of ships which may be expected under ordinary conditions of trade to be in the harbour at one time can be berthed in water sufficiently calm to allow of cargoes being discharged and shipped at all ordinary times, and how far, at the same time, the landing jetties, or at least one of them, will be sufficiently under shelter to allow the cargo boats to lie alongside them. You would thus indicate the limits of the accommodation which

the harbour will afford, and from this a judgment could be formed as to the best way of extending those limits immediately, if necessary, or at some future time if an increased trade should call for it.

If your opinion be that the works as now sanctioned will suffice for the immediate requirements of the trade, the immediate object for which the harbour has been constructed will have been attained, even though the results be not quite so much in excess of that immediate object as you or I, or others, may have pictured to ourselves.

I need not tell you that there are various ways of making the shelter more perfect by supplementary works, the cost of which would be small compared with the amount already expended, but it would be premature to discuss the relative merits of these until the necessity for them is shown to exist.

Believe me, &c.,
(Signed) W. PARKES.

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PUBLIC WORKS DEPARTMENT.

*PROCEEDINGS OF THE MADRAS GOVERNMENT.*

UNDER date the 25 November 1881

Read the following:—

Despatch from Secy of State ..... } No. 35 of 27th Octr/81

Recorded with reference to the Despatches to the Secretary of State quoted in the margin.

2. The subject of Naras 595 of the Despatch from the Secretary of State will be considered in connection with the report of the Committee to be submitted under G.O. 2512 W dated 11th Octr/81 and in the light of such further information as may be before the Govt at the works shall have been inspected and reported

No 71 dated 15th Novr 1881
No 74 " — 2nd Evening printed

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[illegible] in Chief

24/12/81

Supte. of St Works
& Marine Depte.

Depts 8-12-81.

A. 24.11

6802.

Govt. of [1881] Madras.

PUBLIC WORKS.

To

Dated

Issued

Recd. Encl.

G. O. No. 2807 1881, No. 2807

Nos. 12 / 20 / 21 / 24

Madras Harbour Works Co.

Extract from the Telegram dated 10th India regarding the necessity of Mr. Parkes presence at Madras during the Cyclone season from 15th May to 15th June, 82 Records to be transmitted.

Dated in Council 19th May 82