(1) பக்கங்களின் எண்ணிக்கை 84

(2) புதுக்கித் திருப்பிய நாள் 21-10-88

(3) ஆதாரங்குறிப்பவர் சுருக்கொப்பம்

தமிழ்நாடு ஆவணக் காப்பகம்.

தமிழ்நாடு அரசு

P.W.D துறை

அரசாணை எண். 2893 அச்சகம்
மு. கோப்புத் தாள் எண். பலவகை

நாள் : 19-11-1884 ~~198~~ .

க்கவோ கண்டபடி கையாளவோ கூடாது

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ணை, கா-1—18,000—15-6-87.

19th November 1884, No. 2893 W., Public Works.

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GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

Read—the following letter from F. N. THOROWGOOD, Esq., M. Inst.C.E., Superintendent, Madras Harbour Works, to the Secretary to Government, Public Works Department, dated Madras, 4th November 1884, No. 25 W. :—

I have not submitted, for the information of His Excellency the Governor in Council, any report upon these works since 3rd October 1883 (G.O., dated 12th October 1883, No. 2875 W). The reason of this is that the work that has been done has, until the last few months, been confined to repairing machines and cranes. I now have the honor to submit a general report of the state of the works at present.

2. *North Pier—Foreshore Work.*—On 19th May last, in accordance with the sanction given in G.O., dated 25th April 1884, No 1056 W., the work of tipping rubble foreshore to the north of the north pier was commenced. The position and section of the foreshore to be made up were such as was shown on the plans of the Home Committee under the presidency of Sir John Hawkshaw, and were in no way affected by what appeared at the time to be the somewhat doubtful question of the position of the entrance to the harbour. The South Indian Railway Company at first were able to provide only one train daily from the quarry at Palláváram to the works, but after a time more wagons were available and two trains of 24 wagons each were sent down daily when the weather permitted of work being done.

3. The stone has been deposited in its place by means of large cargo boats and cooly labor, and I am inclined to think that if we can get a sufficiently strong fleet of these craft nothing in the way of hopper barges (either for hand or steam power) will be required. No provision for any special craft is yet made in England, nor was such a requirement anticipated when I left, on 20th August.

4. From 19th May to 11th October (at which date the sea put an end to work at the north pier) there were deposited in the foreshore 32,124 tons of stone. This amount has almost completed the extra section required from 250 feet to 1,925 feet from the commencement of the breakwater. At a specially weak spot in the breakwater, about 200 feet from the commencement, an additional protection has been made by building on the top of the new rubble foreshore sixteen wave-breaker blocks, each weighing 30 tons. These are of interest in a general way as showing the size and shape of the blocks to be deposited as foreshore to the restored works.

5. *Concrete Blocks.*—All this time I regret to state that it is not possible to proceed with making blocks for the new work of restoration as there are at present only sufficient funds at my disposal to keep the foreshore work going on. There is no longer any doubt as to the section and shape of the blocks to be made, as during my visit to England, from 20th May to 18th September, I received from Mr. Parkes full instructions in a general way on this head.

6. The block yards on which the blocks are made need very considerable alterations, which will cost not less than Rs. 10,000, and these cannot well be proceeded with until more funds are available. It seems to me therefore to be better to go on with the useful and necessary work of depositing rubble foreshore rather than to make a new departure before it is quite settled where the funds for such a purpose are to come from.

7. *South Pier—Rubble Foreshore.*—After 11th October, the wind getting to the north of east, it became necessary to transfer stone trains and cargo boats to the south side of the south pier, since which date 2,691 tons of stone have been deposited as foreshore in accordance with Mr. Parkes's instructions received in Westminster.

As at the north pier, this foreshore so deposited, although the amount at present is insignificant, will form the foundation of the very substantial screens of wave-breaker blocks which are to protect the walls of the breakwaters.

8. *Plant and Machinery.*—I am able to report that the Titan cranes for setting blocks and one of the wave-breaker cranes are in hand in England, and I hope that by January next one may be delivered here. It is hardly necessary to point out that until one of these machines is erected it is impossible to deposit a single block in the breakwater.

9. Here on the spot extensive renewals and repairs have been going on (with very few workmen) to the cranes, locomotives and trucks for carrying blocks. I only recently discovered that the timber work of the 40-ton Goliath crane at the south block-yard was much decayed, and needed entire rebuilding. The block carrying trucks also, I find, are very unsafe, and all need new frames. All these works give full employment to the skilled hands reduced in number to a minimum.

10. *Divers and Diving.*—During October the diving staff were employed in making a species of submarine survey of the line of the foundation of the new work. This was carried on with much elaboration and care, and I have plotted the results on a plan of large size. The conclusion one is able to arrive at on inspecting the result is that the work of preparing the new foundation will not probably be so formidable as was at first anticipated.

11. *Encroachment to the North.*—The sea continues to encroach to the north but not to any very serious extent. Some bungalows are becoming of less value owing to the encroachment, and many cocoanut trees belonging to Government have been washed away. The charge of this property is now entirely in the hands of the Collector of Madras, with the single exception of Carlton House, the rent of which is paid into this office.

12. With reference to this matter I feel bound, in justice to myself and staff, to correct a wrong impression that may have been conveyed to His Excellency the Governor in Council regarding the cost of collecting the rents of this harbour works property. In his letter attached to G.O., No. 998, dated 9th September 1884, Revenue, the Collector states that, whereas the monthly salaries of the staff collecting rents while under my charge amounted to Rs. 294, his people can do the work for Rs. 79. It must be borne in mind that carpenters and masons for repairs, surveyors, chainmen and draughtsmen are included in the higher amount, and are not included in the Collector's list.

Order—dated 19th November 1884, No. 2893 W., Public Works.

The report will be recorded, with remark, as regards paragraph 5, that the revised budget providing for additional expenditure on the works this year, in accordance with the conclusions adopted in London, has been recommended for the sanction of the Government of India.

2. Adverting to paragraph 11, there seems no reason why the charge of the Carlton House property should be retained by the harbour works staff. The property will be dealt with in the same manner as other properties referred to in G.O., No. 200, dated 9th February 1884, Revenue Department.

(True Extract.)

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

To the Superintendent, Madras Harbour Works.
„ Examiner, Public Works Accounts.
„ Revenue Department.

Exd. E. Fernandez.
Spare Copies

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BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of (1884) Madras.
PUBLIC WORKS.

Dated November, 19th.

Recd. *Encl.*

G.O., 19th Nov. 1884, No. 2893 W.

NOVEMBER.

Madras Harbour Works

Orders on report submitted by the Superintendent on the present state of the —.

3

27TH MARCH 1884, No. 832 W., PUBLIC WORKS.

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GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

READ—the following letter from F. N. THOROWGOOD, Esq., M. INST., C.E., Superintendent, Madras Harbour Works, to the Secretary to Government, Public Works Department, dated Madras, 24th March 1884, No. 49 W. :—

I have the honor to state that up to the present date I have heard nothing from the Collector of Madras with reference to the collection by him of the rents due on Harbour Works property, referred to in G.O., No. 544 W., of 28th February 1884.

2. It will be remembered that I applied for special permission to make my own arrangements in this matter (see G.O., No. 2837 W., of 9th October 1883) and that sanction to these arrangements only extends to the 31st of this month.

3. In case there may be some difficulty in the way of the Collector's taking the matter up at once, I have the honor to ask that existing arrangements may be allowed to hold good till 30th April 1884.

ORDER—dated 27th March 1884, No. 832 W., Public Works.

Communicated to the Revenue Department with advertence to proceedings in that department, No. 200, dated 9th February 1884.

2. Existing arrangements for the collection of rents due on Government property to the north of the Harbour, will continue until the Collector takes charge of the work.

(True Extract.)

(Signed) J. SHAW-STEWART, Colonel, R.E.,
Secretary to Govt., P.W.D.

To the Revenue Department.
„ Superintendent, Madras Harbour Works.
„ Examiner, Public Works Accounts.

Exd. A. Aubert.
Spa[illegible]opies

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BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of (1884) Madras.

PUBLIC WORKS.

Dated March, 27th.

Recd. *Encl.*

G.O., 27th March 1884, No. 832 W.

MARCH.

Madras Harbour Works

Regarding the collection of rents due on Government property to the north of the —.

2893

REVENUE DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the Proceedings of the P. W. Department 27th March 1884 No 832 W.

Order thereon 24th April 1884 No 1735 Rev

Communicated to the Board of Revenue in Continuation of G O 9th Feb last No 200. The cause of the delay in giving effect to the instructions therein contained should be ascertained and reported for the information of Govt.

(Signed) H. E. Stokes
Secretary to Govt.

True Copy

Ag Under Secretary to Govt.

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12TH OCTOBER 1883, No. 2875 W., PUBLIC WORKS.

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GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

READ—the following letter from F. N. THOROWGOOD, Esq., M.INST. C.E., Superintendent, Madras Harbour Works, to the Secretary to Government, Public Works Department, dated Madras, 3rd October 1883, No. 25 W.:—

Although very little constructive work has been carried on since January 1st' 1883, it seems advisable that I should briefly inform Government of the state of the harbour works at the close of the south-west monsoon. I therefore have the honor to submit the following report.

2. *General Aspect of the Harbour Works.*—No change has occurred in the arrangement or extent of the ruined blocks since this year commenced. The sea has been very quiet and consequently no blocks have been shifted from their position. In fact the damaged portions of the piers are practically in exactly the same state as they were on November 13th, 1881.

3. Along the shore line between the piers the action of the reflected waves of the south-west monsoon coming off the north pier has caused an erosion of sand and a deepening of water near the commencement of the north pier. Indeed, the rubble of the surf bank has been attacked and undermined to a certain extent. Further or serious damage will be prevented by rolling in heavy gneiss boulders of which a supply is near at hand. This protective work is now being carried on.

4. *North Pier.*—During the year 1882-83 the north pier was strengthened by fixing clamps between the inner and outer rows of top blocks, fastening the two rows securely together. Granite or gneiss foreshore was also thrown over to protect the foot of the seawall from undermining. The top of the pier has been recently made up and levelled with strong cement concrete, and five stone mooring posts or "bollards" have been fixed for the convenience of small craft in the harbour.

5. In spite of the slight protective works just mentioned, it is evident that some movement still takes place in the north pier. The centre joint has opened nearly two inches in some places where there are no clamps, and even the clamped work shows evident signs of vibration, as manifested by the breaking up of the concrete near the centre joint.

6. *Protective Works and Compensation Claims to the North.*—The sea has encroached considerably to the north of harbour. Where the shore is protected by a stone revetment no damage is done, but immediately beyond this the encroachment is very severe, threatening to destroy the really good houses which are now Government property. The amount of money expended on the protective revetment (now discontinued) is Rs. 2,12,397, the amount expended upon compensation to owners of property for damage done is Rs. 52,182, and the amount paid for land is Rs. 1,51,068, giving a total of no less than Rs. 4,15,647 for this contingent expense of the harbour works. And while touching upon this subject I must remark that the inhabitants of the villages where the sea encroached are proving themselves to be entitled to very little consideration. Their one object is to obtain money from Government on account of some real or imaginary damage to their houses. Having obtained some compensation

on the ground of being "houseless," they quietly settle down in some hut on the newly acquired Government land, and to extract one anna of rent from them is, frequently, well nigh impossible. If they get a notion that a house or hut is about to be taken up for the harbour works they will proceed to clear out all the fixtures and make away with them. It must not be thought that these measures go on without most vigorous attempts to stop them, but it is in spite of all the efforts of this staff that they occur, and in spite also of the more powerful hand of the law.

7. With regard to the steady encroachment of the sea itself, I think it is time that a line should be drawn as a limit of the responsibility of the harbour works. Property is now being acquired by the Collector three miles away from these works, and if the harbour is to be held responsible for slow and steady encroachment so far north as that, it is hard to see by what logical inference we can avoid responsibility for another three miles.

8. From old histories of this coast it appears absolutely and perfectly certain that the sea has always been liable to encroach at some points, and in the seventeenth century Fort St. George was in imminent danger. My own belief is that the sea would encroach to the north if there were no harbour at all, although it is impossible to doubt that the sudden and severe encroachments within a mile of the north pier (which occurred during its construction) are attributable to the sudden projecting into the open sea of a solid obstruction.

9. *South Pier.*—The south pier has been levelled up smooth and clamped together with 213 iron clamps, and is altogether in a satisfactory state. No protective foreshore of rubble stone was deemed necessary to this work. The shore to the south of the harbour continues to advance slowly seaward.

10. *Quarries.*—From Pallávaram quarries 4,961 tons of gneiss stone have been received since January 1st, but since March the quarries have been practically closed, a payment having been made to the contractor for stone quarried and stacked but not loaded into wagons. (Sanctioned by G.O., No. 1633 W., dated 11th June 1883.) The Ambatúr quarry for laterite is also closed and dismantled, the railway plant and materials being sold to the Madras Railway Company.

11. *Repairs to Plant, &c.*—The small working staff that I have retained on the works have been occupied in overhauling and repairing plant and machinery. The three locomotive engines are being put into thoroughly good order, and the four boilers of the stationary engines have been completely overhauled and all faults made good. The machinery employed for screwing the moorings in 1881 has been dismantled, painted and laid aside. The pontoon of boats used as a substitute for the two ill-fated steamers, *Hobart* and *Salisbury*, has also been dismantled and hauled up. The mooring screws and mooring chains and shackles have all been carefully sorted, stacked away, and thoroughly well served over with boiling tar. At the beginning of the year the clearing away of the wrecks of the two steam hopper barges was completed, and the broken materials were returned to the yard to be sold by auction.

12. *Sale of Materials.*—A considerable sum has been realized by the sale of various articles from the works, details of which I subjoin :—

	RS.
Madras cement sold to officers of the Public Works Department ...	8,104
Timber sold to private persons	312
Plates of hopper barges and old railway material	8,819
Material of hopper barges	3,692
Total ...	20,927

Another sale of old materials will shortly take place.

13. *Cement.*—The Madras Cement Works continued to supply excellent cement up to the end of May, when their contract expired. It is greatly to be regretted that the price of Rs. 40 per ton is not reduced, as I am able to prove that the English Portland cement delivered on these works costs less. The price of Portland cement in England, as last supplied through the India Office to these works, was 39*s.* 3*d.* per ton, or Rs. 23-8-10 at the fixed rate of exchange for the year. Freight and landing

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charges amount to Rs. 14-10-1 per ton, giving a gross cost of Rs. 38-2-11 per ton of first-rate English Portland cement in the sheds of the Madras Harbour Works. Supposing that for the work of restoration 20,000 tons of cement will be required, there would be a saving of Rs. 36,250 in obtaining it at Rs. 38-2-11 per ton instead of at Rs. 40. But it may be presumed that the local manufacturers would reduce their price in the face of these figures.

14. In conclusion I may remark that incomplete and broken as the harbour piers now are, there is no manner of doubt that the advantage they afford to vessels coming within their shelter is immense on all days of ordinary weather, and this strengthens the belief that if the works be efficiently restored, it is hard to put a limit on the benefits that may be hoped for in really smooth and quiet water.

ORDER—dated 12th October 1883, No. 2875 W., Public Works.

Recorded.

(True Extract.)

(Signed) J. SHAW-STEWART, Colonel, R.E.,
Secretary to Govt., P.W.D.

To the Superintendent, Madras Harbour Works.
" Master Attendant.
" Marine Department.

Exd. E. Fernandez.
Spare Copies

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of (1883) Madras.

PUBLIC WORKS.

Dated October, 12th.

Recd. *Encl.*

G.O., 12th Oct. 1883, No. 2875 W.

OCTOBER.

Madras Harbour Works

Report by the Superintendent on the present condition of the —, recorded.

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GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

Read—the following papers :—

From A. M. Hooper, Esq., dated 19th February 1884.
From the Superintendent, Madras Harbour Works, dated 26th February 1884, No. 45 W.
From A. M. Hooper, Esq., dated 10th March 1884.
From the Superintendent, Madras Harbour Works, dated 14th March 1884, No. 47 W.
From G. D. Coleman, Esq., dated 21st March 1884.
From the Superintendent, Madras Harbour Works, dated 27th March 1884, No. 50 W.
From G. D. Coleman, Esq., dated 9th April 1884.
From the Superintendent, Madras Harbour Works, dated 17th April 1884, No. 2 W.
From G. D. Coleman, Esq., dated 3rd May 1884.
Telegram from the Superintendent, Madras Harbour Works, dated 7th May 1884.
Do do. do. „ 12th „ „

Order—dated 16th May 1884, No. 1250 W., Public Works.

The Government sanction the purchase, for a sum of Rs. 25,000, of the property at Ráyapuram, Madras, known as "Carlton House." The owners will be required to convey the property to Government with a clear title, to be approved by the Government Solicitor, who will, on execution of the deed of conveyance, be authorised to disburse the purchase-money, which will be held at his disposal by the Superintendent of the Harbour Works.

(True Extract.)

(Signed) J. SHAW-STEWART, Colonel, R.E.,
Secretary to Govt., P.W.D.

To the Superintendent, Madras Harbour Works.
„ Examiner, Public Works Accounts.
„ Government Solicitor.
„ Marine Department.
To G. D. Coleman, Esq.

Exd. E. Fernandez.
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BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of (1884) Madras

PUBLIC WORKS.

Dated May, 16th.

Recd. *Encl.*

G.O., 16th May 1884, No. 1250 W.

MAY.

“Carlton House”

Sanctioning the purchase of the property known as — at Ráyapuram, Madras.

4th July 1884, No. 1674 W., Public Works.

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GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

Read—the following papers :—

Letter from the Government Solicitor, Madras, to Mr. G. D. Coleman, dated 23rd June 1884, No. 318.
Do. from Mr. G. D. Coleman, dated 24th June 1884.
Do. from the Government Solicitor, Madras, dated 28th June 1884, No. 321.]

Order—dated 4th July 1884, No. 1674 W., Public Works.

The Government sanction payment, to Mr. G. D. Coleman, of the purchase money of Carlton House property on that gentleman giving a personal guarantee, to be approved by the Government Solicitor, that the conveyance will be completed.

(True Extract.)

(Signed) J. SHAW-STEWART, Colonel, R.E.,
Secretary to Govt., P.W.D.

To the Government Solicitor.
" Superintendent, Madras Harbour Works.
" Examiner, Public Works Accounts.
To G. D. Coleman, Esq.

Exd. J Henricus.
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BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of {1884} Madras.

PUBLIC WORKS.

Dated July, 4th.

Recd.

Encl.

G.O., 4th July 1884, No. 1674 W.

JULY.

"Carlton House" at Rayapuram

Sanctioning payment, to Mr. G. D. Coleman, of the purchase money of — on his personally guaranteeing the due completion of the conveyance.

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GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads
Civil Works.

Read—the following papers :—

From N. St.B. BEARDMORE, Esq., Assoc. Mem. Inst. C. E., Acting Superintendent, Madras Harbour Works, to the Secretary to Government, Public Works Department, dated Madras, 28th July 1884, No. 16 W.

I have the honor to report that the purchase-money, Rs. 25,000, has been paid to the Government Solicitor, and the Government Harbour Works are now practically owners of Carlton House, the residence of the late Honorable J. G. Coleman, in Ráyapuram. The present tenants are the Mess of the 26th Regiment, Madras Native Infantry, and have been in the habit of paying Rs. 200 monthly to Messrs. McDowell and Company for the house *furnished*. They still remain tenants.

2. Mr. Coleman, representing the former owner, has called on me once or twice and has offered Government, through me, all the furniture at present in the house for Rs. 5,500. He subsequently sent me an inventory list with estimated value attached to each article, made by Messrs. Oakes and Company, I understand, in March last. The total value by that list is Rs. 6,518. In looking over the list, I see there are some 500 to 600 rupees for articles such as mats, verandah blinds, and punkahs, which are usually considered as fixtures in a house in Madras, so the sum for which the furniture is offered is not so great a reduction on the estimated value as would appear at first sight; still the reduction is considerable. I have not examined the furniture, but the prices entered are, I should say, fair auction prices in Madras. If the Government think proper to carry out what I am about to suggest, I should propose, before purchasing the furniture, to have each article examined with the list.

3. On the offer being made, I put myself into communication with the Secretary of the Mess of the 26th Regiment, Madras Native Infantry, the present tenants, and with the President of the Mess of the 15th Regiment, Madras Native Infantry, who had been in correspondence with Messrs. McDowell and Company (agents of former owner of Carlton House) as to taking the house when succeeding the 26th Regiment, Madras Native Infantry, in Ráyapuram. The Mess Secretary, 26th Regiment, says they are willing to pay us Rs. 150 for the house unfurnished, but would much prefer to remain tenants of the furnished house at Rs. 200 until their expected removal from Madras in January next. The Mess President of the 15th Regiment says his Mess are only anxious to take the house furnished and will willingly pay Rs. 225 during their stay in Ráyapuram (my proposal in the event of the Government buying the furniture, as I knew the house had been let rather below its value) and would agree to a lease, bar orders of Government for the removal of the regiment. They make no remark to my alternative to let them the house unfurnished for Rs. 175.

4. In either case the rent for the furniture would be Rs. 50 per month, and this would be nearly 11 per cent. per annum on the value, which I consider would be fair. The value of a house is generally considered to be ten years' purchase, but even at my proposed rent of Rs. 175, the value of this house would only be repaid in about twelve years. At the rent of Rs. 225, the value of the house *plus* the value

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of the furniture, equal to Rs. 30,500, would be repaid in about 11$\frac{1}{3}$ years. If one could ensure getting a tenant at Rs. 175, for twelve years, one could hardly advise Government to purchase the furniture; but in this neighbourhood, except the Officers' Mess of a regiment, there is no one who would be likely to pay that rent, and, as shown, Presidents of Regimental Messes very much prefer to obtain a house furnished. If my opinion were asked, therefore, as I have already tenants at Rs. 200 and a distinct offer and understanding from the 15th Regiment Mess of Rs. 225 for the furnished house, I should feel disposed to advise Government to purchase the furniture at the price of Rs. 5,500 at which it is offered. We should then ensure letting the house, and at any time the Government could sell the furniture by auction and obtain a large portion of the sum again.

5. I think Mr. Coleman would be glad to have an early decision on his offer, because, as it is now, the tenants pay a portion of the rent to us for the house, and a portion to him for the furniture.

From the same Officer, dated Madras, 2nd August 1884, No. 17 W.

Re. sale of Carlton House.

Referring to my letter, No. 16 W., of the 28th July last, I have the honor to inform you that Mr. Coleman has sent me a list of the fixtures in Carlton House, and it does not include the mats, punkahs and verandah blinds, so that the reduction on the sum for the furniture is as represented, viz., from Rs. 6,518 valued, to Rs. 5,500 as offered.

2. In any case, I think Government would be obliged to buy mats, punkahs and verandah blinds (in this list valued at Rs. 590), because it is always the custom to let a house thus furnished in Madras.

ORDER—dated 9th August 1884, No. 1947 W., Public Works.

The Superintendent, Madras Harbour Works, is authorised to purchase, if in good order, the mats, punkahs, and verandah blinds of Carlton House, at the price named, Rs. 590. The house can then be let unfurnished.

(True Extract.)

(Signed) J. SHAW-STEWART, Colonel, R.E.,
Secretary to Govt., P.W.D.

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

Exd. A. F. Aaron.
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BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of 1884 Madras.

PUBLIC WORKS.

Dated August, 9th.

Recd.

Encl.

G O., 9th Aug. 1884, No. 1947 W.

AUGUST.

"Carlton House" at Rayapuram

Authorising the purchase of the mats, punkahs and verandah blinds only of —.

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Letter from Supdg. Engr. No. 10.
Works No. 1848 d/ 15.8.84.

Dev.

For orders whether application shall at once be made to the G. of I. for the additional grant of Rs 25,000 stated by Mr Beardmore to be necessary.

Mr Beardmore notes that an immediate increase to the Budget grant is not needed, but that the sum spent on the purchase of Carlton House will have to be recouped before the close of the financial year.

11A

Before that time, the Budget may have to be entirely revised, if reconstruction be begun. This letter might perhaps be allowed to stand over until Mr Thorowgood's return.

16/8/84

Funds not being now required I see no object in applying to India for this allotment, more especially as it is at present doubtful what the actual increase eventually required may be. I certainly think the question may stand over until Mr. Thorowgood's return — endorsement may be written to that effect, but should go to W for his approval.

C.C.S.
16-8-84

To stand over until Mr Thorowgood's return

W
18.8.84

G. 16.8.84

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No. 768 Ex/ October 14 1884

P. W. Dept.

C. No. 6852. 2893/~~2891~~ 13

Letter from the Supdt. Madras Harbour Works No. 1810 d/ 15th August 1884 applying for an addl. grant of Rs 25,000/- on a/c of having purchased Carlton House

Referred to the Supdt. of the Madras Harbour Works for opinion whether a special application to the Govt. of India for a grant of Rs 25,000/- is now desirable, having in view further probable modifications of the budget before the close of the current official year.

W
14.10.84

To
The Supdt. Madras Harbour Works in original to be returned.

Supt. 14/10

12

No. 853 Wd/28.3.84
" 1250 Wd/16.5.84
" 1674 Wd/4.7.84
" 1947 Wd/9.8.84

[illegible] 98/8

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GOVERNMENT OF MADRAS.

REVENUE DEPARTMENT.

Read—the following Proceedings of the Board of Revenue, dated 4th August 1884, No. 2675:—

Read—the following letter from C. F. MacCARTIE, Esq., Acting Collector of Madras, to the Secretary to the Board of Revenue, dated 17th July 1884, Reference on No. 1163:—

I have the honor to submit the explanation called for in Board's Proceedings, Mis. No. 3697, dated the 3rd May last, communicating G.O., No. 1735, R. D., dated the 24th April 1884, relating to the assumption of charge of the lands acquired north of the harbour and to arrangements for the collection of rents due thereon.

2. The first G.O. on the subject—No. 200, Revenue, dated 9th February last—was received in this office on the 1st March 1884, and communicated to the Deputy Collector on the 4th idem for necessary action and report as soon as arrangements had been made for punctual collection of rents. A reminder, dated 26th of the same month, stirred the Deputy Collector to action, as one day later, he addressed the Harbour Works Superintendent for the first time, inquiring when that officer could make it convenient to transfer charge of the lands. An interview took place on April 7th, and on the following day the Harbour Superintendent wrote as follows to the Deputy Collector:—

> "I find that it will not be possible to hand the papers and rent-rolls over to you at once as I hoped to do. There is a difficulty about making a clear statement of the arrears of rent which will take a few days to put right. I will let you know when everything is ready, but I still think it would be advisable for a member of your staff to come to my office and see the system of work now carried on."

The Taluk Head Gumasta was detailed for this duty, but found the Harbour office closed for the Easter holidays, and no further steps were taken by the Superintendent till April 30th, when three clerks arrived from his office with bundles of papers, which were immediately overhauled and found to contain neither a demand, collection and balance statement nor an individual arrear list, without which the demand against each tenant could not be ascertained and prompt payment enforced. The Deputy Collector nevertheless took charge of the properties on the 1st May and received into his treasury only such rents as were voluntarily paid, as no legal processes could be issued in respect of the remainder until a list of arrears against each tenant was made out.

3. The three clerks deputed by the Superintendent immediately set to work, under the Deputy Collector's supervision, upon the preparation of this list, which, however, could not be completed before the 15th June, owing to the defective system in which the accounts had been kept. These clerks have therefore to be paid from 1st May to 15th June at the rates noted in the margin—the salaries they were drawing while under the Superintendent, whose recommendation that their pay should be increased I am not prepared to support.

	RS.	
1. C. Annamalai Mudali, Clerk...	15	a month.
2. W. S. Appadorai Mudali ...	10	"
3. V. Vencata Rau	8	"
	33	

4. It will thus be seen that the real cause of the delay in taking over charge of the properties was the unreadiness and incompleteness of the accounts handed over by the Harbour Superintendent; the Deputy Collector lay on his oars for twenty-two

days of March, it is true, but he thought it inexpedient to take the initiative in the middle of the last month of the financial year.

5. On scrutinizing these Harbour Works accounts, it appears (1) that the properties transferred to this department consist of 1,076 holdings, of which sixty huts and houses had been destroyed and thirty-two remained unoccupied up to 1st May, the date of transfer, and (2) that the total monthly demand of rents against the remaining 984 properties is Rs. 426-1-3, exclusive of rents of 24 timber depôts, which are occupied only in the timber import season. The rents on these depôts vary from month to month, but average about Rs. 35 a month, or Rs. 420 per annum. The total average monthly rents may thus be fixed at Rs. 460, or Rs. 5,520 a year, which is as much as, if not more than, the yearly revenue of the largest division in this taluk, to which a separate curnam and attender are attached. The arrears outstanding due up to 1st May amounted to Rs. 1,395-5-6, of which Rs. 363-15-3 were collected in the months of May and June, leaving a balance of Rs. 1,031-6-3. The rents due for the months of May and June amounted to Rs. 932-2-6, of which only Rs. 178-14-0 were collected in June, leaving an arrear of Rs. 753-4-6, which raises the total outstanding on the 1st July 1884 to Rs. 1,784-10-9. Collections proceed at a snail's pace owing to the inability of the already hardworked conicopillays to cope with the superimposed burden.

6. Under Mr. Lee-Warner's orders, every endeavour was made by the Deputy Collector to have the rents collected by the existing Revenue staff, but experience has shown that this cannot be done without serious deteriment to quit-rent collections. The rents are payable monthly, but the tenants rarely pay until issue of legal process (*vide* paragraph 5 of Mr. Thorowgood's letter printed in G.O., No. 200, dated 9th February 1884). It may therefore be necessary to issue nearly a thousand demand notices and as many distraint warrants to be served and executed every month. In addition to this, 1,000 receipts in duplicate have to be prepared for issue to the parties and as many payments recorded in the Insert Registers.

7. The properties consist of five bungalows, 140 *pucca* native houses, 848 huts and 3 casuarina plantations. The latter require supervision, and the houses and huts, being mostly inhabited by the predatory race of Madras boatmen and other rapacious tribes, require continual watching, scattered as they are over a length exceeding two miles; hence the necessity for the following proposals, which I trust may receive sanction from the 20th instant. The total cost amounts to Rs. 80 debitable to Harbour Works, as compared with establishment of Rs. 294 maintained by the Harbour Superintendent:—

	RS.	
One Clerk	20	
One Conicopillay	18	(who will furnish a security of Rs. 500.)
One Attender	9	
Four Watchmen, at Rs. 4 each ...	16	
One Gardener	4	
One do.	3	
Total ...	70	
Contingencies	10	
Grand Total ...	80	

The existing staff of watchmen and gardeners employed by the Harbour Works Superintendent will hold on till 19th idem, when such of the men as will not be required under the proposed arrangement will be dispensed with, and notice hereof has been given them.

8. The Harbour Works Superintendent reports that he has either disbursed, or will have to disburse, the pay of these men for May, and requests that they be paid by this department from 1st June. I have the honor, therefore, to request that sanction may also be obtained for the disbursement of their pay (Rs. 88-14-7) from 1st June to 19th July, together with that of the three clerks (Rs. 49-8-0) referred to in paragraph 3 from 1st May to 15th June, aggregating in all Rs. 138-6-7.

Read—the following letter from C. F. MacCartie, Esq., Acting Collector of Madras, to the Secretary to the Board of Revenue, dated 23rd July 1884, Reference on No. 1367:—

In continuation of this office reference, dated the 17th instant, on No. 1163 of 1884, I have the honor to request that sanction may be speedily obtained for the temporary employment, from 1st proximo to November 1st, of three watermen on Rs. 3 each per month, in addition to the establishment of two gardeners on Rs. 4 and 3, respectively, proposed in paragraph 7 of the above-quoted letter.

2. The two young casuarina plantations started by the Harbour Works Superintendent contain 1,500 young trees which require constant watering, in addition to which there are no less than 2,400 trees in the older plantations which still need the same attention. The permanent staff, which consists of two men, is inadequate to cope with this labor, to which must be added pruning the older trees; hence the necessity for the temporary increase of establishment, which can be dispensed with on the advent of the north-east monsoon and re-entertained next February or March according as the season may turn out.

3. The cost of pruning knives and baskets, together with that of digging small ponds for watering the plants, has also to be met from the amount of Rs. 10 a month provided for contingencies in my letter quoted above.

4. In consideration of the present drought, which will, in the absence of special precautions, kill all the young plants, I have, in anticipation of sanction, ordered the Deputy Collector to entertain the additional watermen from the 1st proximo, and to buy the necessary tools.

Resolution—dated 4th August 1884, No. 2675.

Submitted to Government, with reference to G.O., dated 24th April 1884, Mis. No. 1735.

2. All the lands acquired by Government, north of the Harbour, have been taken charge of by the Deputy Collector from 1st May 1884. The delay in taking over charge appears to have been mainly due to proper accounts not having been kept in the Harbour Superintendent's office showing the demand, collection and balance of rents due by the several tenants. The properties taken over consist of 5 bungalows, 140 native houses, 848 huts and 3 casuarina plantations. The aggregate monthly rent, including the rent of timber depôts (Rs. 35 on an average), which are occupied only during the timber-importing season, amounts to Rs. 461, and has to be collected from a number of petty tenants, most of whom are boatmen, scattered over a length of upwards of two miles. The establishment maintained by the Superintendent of the Harbour Works for collecting the rents and looking after the plantations cost Rs. 294 per mensem. The Collector proposes to have the following reduced establishment, for which sanction is requested, with effect from the 20th July 1884:—

	RS.
One Clerk on Rs. 20	20
One Conicopillay on Rs. 18	18
One Attender on Rs. 9	9
Four Watchmen at Rs. 4 each	16
One Gardener on Rs. 4	4
One Gardener on Rs. 3	3
Contingencies	10
Total ...	80

Sanction is also solicited for the pay * of three clerks deputed by the Superintendent, Harbour Works, to work under the orders of the Deputy Collector and prepare a list of arrears of rent due and of the watchmen and gardeners from 1st June to 19th July, amounting to Rs. 88-14-7. In the second letter read above, the Collector reports that he has, in anticipation, ordered the entertainment from the 1st proximo of

* Rs. 49-8-0 from 1st May to 15th June.

three additional watermen at Rs. 3 each per mensem, to water the casuarina plantations. These temporary men are said to be required up to the setting-in of the north-east monsoon, or about 1st November next. The Board approve of the Collector's action, and request the formal sanction of Government to the additional establishment.

(True Copies and Extract.)

(Signed) E. GIBSON,
Secretary.

To the Secretary to Government, Revenue Department.
,, the Collector of Madras.

ORDER—dated 9th September 1884, No. 998, Revenue.

Miscellaneous.

Sanction is granted to the entertainment of the establishment proposed, costing Rs. 79 *per mensem*, of which the three watermen on Rs. 3 each are to be employed for only six months in the year. The establishment will be considered to be temporary. The proposed monthly allowance of Rs. 10 for contingencies is also sanctioned. The charges will be debitable against Harbour Works.

2. Sanction is granted also to the disbursement of Rs. 138-6-7, being the pay due to men on the Harbour Superintendent's establishment, now abolished, for the period they were employed under the Deputy Collector.

(True Extract.)

H. E. Stokes

Secretary to Government.

To the Board of Revenue.
,, the Public Works Department.
,, the Accountant-General.

Exd. W. H. French.

70 Copies.

20.5/will follow

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Rc 279 E a/17-6-84
G.O. 2618 W a/9-10-82
" 930 W a/14-4-82
" 698 W a/17-3-82
" 601 W a/8-3-82
3186 W a/24-12-81

To No. 1628 C dated 3rd October/84.
C
R. No. 466
4.10.84

For opinion as to the propriety of the debit of the charges to the Harbour Works.

W
29.9.84
W

EXAMINER P. W. ACCOUNTS
No.
4 OCT 84
ENCLOSURES

Govt. of (1884) Madras.

REVENUE.

19 SEP 84

Issued

Recd. 2 10 84 Encl.

G.O., 9th September 1884, No. 998.

SEPTEMBER.

Establishment

proposed for the collection of rents on Government lands, north of the Madras Harbour Works.—The entertainment of the —, the proposed monthly allowance for contingencies, and the disbursement of the pay due to men on the Harbour Superintendent's establishment, now abolished, for the period they were employed under the Deputy Collector, sanctioned with remarks.

[Exr. Wks. Form No. 111.]

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GOVT. OF MADRAS. 1884. P. W. DEPT.

EXAMINER, P. W. ACCOUNTS.

Madras, 8 – 10 – 1884.

OFFICE NOTE No. 503.

To
W.
Encs: – 1.

The charge for Establishment and Contingencies contemplated in Revenue Department G.O. No. 998 of 9th September 1884, may, in my opinion, fairly fall upon the Harbor Works.

2. Under para 1538, as well as para 30 (B. Land) of Appendix F of the Code, such outlay is allocated to the Subhead of the Estimate, Land Compensation. The Harbor Works bore the cost of compensation and the properties I presume belong still to the Harbor Works, in which case, the income from those properties is taken by the Works and the cost of collection and preservation should be a charge to the Works.

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G. O. No 3186 W. 24. 12. 81
" " 601 W. " 8. 3. 82
" " 698 W. " 17. 3. 82
" 930 W. " 14. 4. 82
" " 2618 W. " 9. 10. 82
No 2798. " 17. 6. 84
" 1628 C. " 3. 10. 84

(6)

B No: 2552 W. 16th Oct/84

Communicated
to the Supt M. H. Works

CS
10.10.84

WS
13.10.84

B No: 2552 W. 16th Oct/84

8/10/10

The Supt M H Works
" Exr. P. W. Accts

O.L.S. 20/10

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BUDGET ESTIMATE OF EXPENDITURE ON THE HARBOUR WORKS IN MADRAS DURING 1884-85.

Part I, Section A.

—	Budget Estimate, 1884-85	Revised Estimate, 1883-84.	Budget Estimate, 1883-84.	Actual, 1882-83.
	RS.	RS.	RS.	RS.
Reconstruction	1,00,000	1,55,521	1,68,192	4,12,823
Repairs	...	...	...	...
Establishment	54,900	72,476	72,476	56,243
Tools and Plant	5,000	4,671	—8,000	2,334
Suspense	20,000	47,332	47,332	26,682
Total ...	1,79,900	2,80,000	2,80,000	4,98,082

	RS.
Payments in England	5,000
Do. in India	1,74,900
Total ...	1,79,900

Madras,
28th March 1884.

(Signed) J. SHAW-STEWART, Colonel, R.E.,
Secretary to Government, P.W.D.

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GOVERNMENT OF MADRAS.

PART III.

Detail of the Budget Estimate for Establishments for the Harbour Works in Madras for 1884-85.

Number. 1883-84.	Number. 1884-85.	Particulars.	Salary of Office.	Estimate for 1884-85. Per Mensem.	Estimate for 1884-85. Per Annum.	Estimate for 1884-85. Total.	Estimate for 1883-84. Charges per Annum.
			RS.	RS.	RS.	RS.	RS.
		DIRECTION.					
		ENGINEER ESTABLISHMENT.					
1	1	Engineer-in-Chief	...	...	5,000		
1	1	Total, Direction Salaries ...	...	...	5,000	5,000	19,469
		CONSTRUCTION.					
		ENGINEER ESTABLISHMENT.					
1	1	Superintendent of Works ...	1,250	1,250			
1	1	Assistant Superintendent ...	700	700			
2	2	Total ...	...	1,950	23,400	...	25,232
		UPPER SUBORDINATE ESTABLISHMENT.					
1	1	Sub-Engineer, First Grade ...	400	400			
1	1	Foreman of Works	400	400			
1	1	Mechanical Engineer	300	300			
1	1	Accountant, Fourth Grade ...	107	107			
4	4	Total ...	...	1,207	14,484	...	14,540
		PETTY ESTABLISHMENT,					
1	1	Storekeeper	220	220			
1	1	Writer or Assistant Storekeeper.	30	30			
1	1	Godown-keeper	25	25			
1	1	Lascar	7	7			
4	4	Total ...	...	282	3,384	...	3,384
		OFFICE ESTABLISHMENT.					
		Superintendent of Works.					
11	1	Head Clerk	80	80			
	1	Clerk	35	35			
	1	Do.	25	25			
	1	Cashier	40	40			
	3	Peons	7	21			
11	7	Total ...	...	201	2,412	...	2,412
		Assistant Superintendent.					
7	1	Clerk	35	35			
	1	Draftsman	45	45			
	1	Do.	20	20			
	3	Peons	7	21			
7	6	Total ...	...	121	1,452	...	1,052

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Detail of the Budget Estimate for Establishments for the Harbour Works in Madras for 1884-85—cont.

Number. 1883-84.	Number. 1884-85.	Particulars.	Salary of Office.	Estimate for 1884-85. Per Mensem.	Estimate for 1884-85. Per Annum.	Estimate for 1884-85. Total.	Estimate for 1883-84. Charges per Annum.
			RS.	RS.	RS.	RS.	RS.
		CONSTRUCTION—*cont.*					
		SUB-ENGINEER ESTABLISHMENT.					
1	1	Clerk and Timekeeper	40	40			
1	1	Do.	25	25			
1	1	Do.	20	20			
1	1	Draftsman	20	20			
2	2	Peons	7	14			
6	6	Total ...	...	119	1,428	...	1,428
		Presidency house-rent and allowances to Sub-Engineer, &c.	...	150	1,800	...	1,840
		Total, Construction Salaries ...	...	...	...	48,360	49,880
		Travelling Allowances ...	...	...	...	1,000	2,000
		Office expenses and contingencies	...	...	...	540	1,119
		Grand Total ...	...	...	...	54,900	72,476

Abstract of foregoing provision for Establishment.

—	Salaries.	Travelling Allowances.	Contingencies.	Total. 1884-85.	Total. 1883-84.
	RS.	RS.	RS.	RS.	RS.
Direction	5,000	...	...	5,000	19,469
Construction	48,360	1,000	540	49,900	53,007
Total ...	53,360	1,000	540	54,900	72,476

MADRAS,
28th March 1884.

(Signed) J. SHAW-STEWART, Colonel, R.E.,
Secretary to Government, P.W.D.

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28TH MARCH 1884, No. 852 W., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

General.
Account.

READ—the following paper :—

From the Government of India, Public Works Department (Account—General), dated Fort William, 14th March 1884, No. 104 A.G.

Orders on the Madras Harbour Works Budget Estimate, 1884-85, and Revised Estimate, 1883-84.

Read—

Letter, No. 2975 W., dated 19th October 1883, from the Government of Madras.
Government of India, Finance Department, No. 839, dated 11 February 1884.

Resolution.—Under the orders contained in Finance Department, No. 839, dated 11th February 1884, read above, all the expenditure recorded under Productive Public Works to the end of 1882-83 on account of the Harbour Works, amounting to Rs. 53,30,708,* should be written back to the debit of Imperial Civil Buildings, Roads and Services, in the accounts for 1883-84, a corresponding credit being given to Productive Public Works.

	RS.
* 1878-79	25,93,566
1879-80	8,50,000
1880-81	7,00,000
1881-82	6,89,060
1882-83	4,98,082

2. Pending further orders the outlay during 1883-84 and 1884-85 should continue to be audited by the Examiner of Public Works Accounts, Madras, in accordance with departmental rules, but should be debited in transfer to the Civil Department by means of the monthly exchange accounts between the Public Works and Civil Departments, and will, as advised by the Finance Department of the Government of India, for the present be brought to account by charge to "*Loans to Presidency Corporations*" in the books of the Accountant-General, Madras.

3. The revised estimate of the current year has been fixed at the grant sanctioned, namely, Rs. 2,80,000. The budget estimate of 1884-85 has been passed for a total of Rs. 1,79,900 as detailed below :—

	RS.
Reconstruction	1,00,000
Establishment	54,900
Tools and Plant	5,000
Suspense	20,000
Total	1,79,900
Payments in England	5,000
Payments in India	1,74,900

Order—Ordered, that this resolution be communicated to the Government of Madras with the request that thirty-five printed copies of the budget estimate as now passed may be submitted so as to reach the Government of India not later than the 1st May 1884.

(Signed) W. S. TREVOR, Colonel, R.E.,
Secretary to the Govt. of India.

Order—dated 28th March 1884, No. 852 W., Public Works.

Ordered that the final issue of the Madras Harbour Works budget estimate for 1884-85, prepared for Rs. 1,79,900, the sum fixed by the Government of India in the resolution read at the head of these proceedings, be printed, and thirty-five copies forwarded to the Government of India.

2. The Examiner, Public Works Accounts, will adjust the outlay as directed in paragraphs 1 and 2 of the resolution.

(Here enter No. 853 W., dated 28th March 1884.)

(True Extract.)

(Signed) J. SHAW-STEWART, Colonel, R.E.,
Secretary to Govt., P.W.D.

To the Superintendent, Madras Harbour Works.
" Examiner, Public Works Accounts.
" Financial Department.
" Marine "

Exd. E. Fernandez.
Spare Copies

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GENERAL.
ACCOUNT.

Govt. of {1884} Madras.

PUBLIC WORKS.

Dated March, 28th.

Recd.

Encl.

G.O., 28th March 1884, No. 852 W.

MARCH.

Budget Estimate

Ordered that the final issue of the — of the Madras Harbour Works for 1884-85 be printed and forwarded to the Government of India.

25th April 1884, No. 1056 W., Public Works.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

Read—the following letter from R. B. BUCKLEY, Esq., Officiating Under 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, 16th April 1884, No. 153 M.:—

I am directed to acknowledge the receipt of your letter, No. 431 W., of the 16th February 1884, on the subject of the restoration and completion of the Madras Harbour; and, in reply, to communicate the sanction of the Government of India to the collection and deposit of rubble stone, which is estimated by Mr. Thorowgood to cost about Rs. 1,25,000. The expenditure now authorised must be met from the sum of Rs. 1,79,900 advanced by the Government of India for expenditure in connection with the Harbour Works during the year 1884-85, *vide* Public Works Department resolution, No. 104 A.G., dated 14th March 1884. I am to impress upon the Madras Government the imperative necessity of confining expenditure within this sum.

2. Orders on the remaining points touched upon in your letter under reference will form the subject of a further communication, which will be addressed to you hereafter.

Order—dated 25th April 1884, No. 1056 W., Public Works.

Communicated to the Superintendent, Madras Harbour Works, for information and guidance, with reference to Proceedings of Government, No. 430 W., dated 16th February 1884.

(True Extract.)

(Signed) J. SHAW-STEWART, Colonel, R.E.,
Secretary to Govt., P.W.D.

To the Superintendent, Madras Harbour Works.
„ Examiner, Public Works Accounts.
„ Marine Department.

Exd. E. Fernandez.
Spare Copies

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of (1884) Madras.

PUBLIC WORKS.

Dated April, 25th.

Recd.

Encl.

G.O., 25th April 1884, No. 1056 W.

APRIL.

Madras Harbour

Letter from the Government of India authorising an expenditure of Rs. 1,25,000 in the collection and deposit of rubble in connection with the restoration and completion of the —, communicated to the Superintendent, Madras Harbour Works.

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GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

17th March 1882, No. 698 W.

Buildings and Roads.
Civil Works.

Read the following papers :—

No. 115-A. From W. PARKES, Esq., M. INST. C.E., Engineer-in-Chief, Madras Harbour Works, to the Secretary to Government, Public Works Department, dated Madras, 4th February 1882, No. 4 W.

SINCE I reported to you on the subject of the erosion of the beach north of the Madras Harbour on the 25th January 1881, I have received from the office of the Collector of Madras detailed valuations of the whole of the lands which have been already washed away by the sea and a considerable area in addition which is more or less threatened with a similar fate. This information enables me now to submit to you what I hope may be a final recommendation as to the course to be adopted in respect of these erosions.

2. In my former report I pointed out that the question of the limits of the liability of the Government was one which would be likely to be extremely difficult of solution if attempted in the form of giving compensation to each individual claimant, and that it must be solved either by a complete protection of the coast line so far as the erosive action extended, or was likely to extend, or by purchasing the threatened land so that Government would take upon itself the liability of loss, or of protection against loss, whether due to the action of the Harbour Works or to independent causes.

3. I ventured to deprecate the immediate extension of the revetment (more than was necessary for some local protection) on the ground that the data for determining its proper position and extent were very incomplete. My immediate recommendation was that the land in question should be as soon as possible acquired by the Port authorities, whether the Government or the intended Port Trust.

4. A valuation of a portion of the land was at that time in course of being prepared (on a recommendation made by Mr. Thorowgood on the 7th December 1880, see G.O., No. 2823 W.) in the Collector's office, but the results have reached me only since my recent arrival in Madras. This valuation extended only to lands which have since been almost entirely washed away, but the Collector has since furnished me with a valuation of a further area which gives the full materials required.

5. There is no doubt that in the immediate vicinity of the town the coast line must be maintained on grounds of public utility irrespective of the actual value of the land. On the other hand, at some distance from the town, where the land is mostly agricultural, its value is very small compared with the cost of protecting it. Thus at the point at which erosion is now commencing a strip of land nearly three-quarters of a mile wide might be washed away before the loss would be equal to the cost of the revetment.

6. The question for determination therefore is the point at which the system of physical protection should cease, and the sea should be allowed to form its own boundary. This can only be done by a careful consideration of the circumstances of each successive plot of ground which has a sea frontage, whether present or future.

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7. It will be understood that there are elements of very great uncertainty in the data upon which this question has to be determined. On the one hand there is no reliable basis for assuming any probable limit to the erosion, and on the other hand there is great uncertainty as to the cost of maintaining a revetment. But to a great extent these two elements of uncertainty neutralize one another. An estimate of Rs. 30 per lineal foot of revetment is a very fair one for its first cost and maintenance for the first two or three years, but as to what may be required after that time we can form no safe opinion. If the action which would cause erosion on an unprotected shore ceases at the end of that time the revetment would require little more attention. But if it continues the result will be a deepening of the foreshore up to the face of the revetment, which will render necessary an addition to the quantity of stone, and that in greater proportion than the increase of depth, for the increase of depth will bring heavier seas upon it, and the heavier seas will form flatter slopes.

8. Thus it would be a great mistake to assume that a revetment once made would be a safeguard against any amount of erosive action. If the erosive force is such as would have cut away 200 feet of land, a revetment of Rs. 30 per foot might answer well, but if it were such as would have cut away 500 feet, the same force will bring a depth of 2 fathoms against the foot of the slope, and a heavy further expenditure upon it would be required. In such case the cost may be taken at 50 to 55 rupees.

9. There is thus a certain relation existing between the width of land saved from erosion and the ultimate cost of saving it, and the limits of uncertainty in our ultimate conclusion are narrowed. We may take as approximately correct the assumption that where a belt of land 200 feet wide is worth 30 rupees per lineal foot, it is worth protecting, but if we assume a belt of 300, 400, or 500 feet wide as liable to erosion, we must assume a higher cost of the revetment to compare with it.

10. The accompanying plan will show the present state of the coast line and the properties now threatened with erosion. The alteration which has taken place to the south of the Harbour is also shown, in order that an idea may be presented of the general nature of the changes going on.

11. The revetment has now been carried as far as the Police Tannah, and it may be taken as an accepted fact that up to this point at least the existing coast line must be maintained in the public interest irrespective of the value of the land protected.

12. The present termination of the revetment is very abrupt, and it should in any case be continued with a slight bend towards the westward, so as to meet the present shore line at A. This is a distance of 1,200 feet, and the cost may be taken at Rs. 36,000. The termination is fixed at A rather with the view of giving a proper form to the end of the protective system than with reference to the value of the property protected, but from this point onwards for some distance we come upon land where a minimum of local inconvenience will be produced by allowing the sea full scope for its erosive action.

13. The plot having the frontage A B, 420 feet in length and a width of 500 feet, is valued, with two small buildings upon it, at Rs. 6,438. The cost of revetting it to save 200 out of the 500 feet in depth would be Rs. 12,600, or to save the whole 500 feet Rs. 21,000.

14. There then follow five plots having an aggregate frontage B C D E F G of 1,035 feet, and the same width as the last, 500 feet. Each of these consists of a compound and garden ground with a small bungalow upon it. The aggregate value of land and houses is estimated at Rs. 46,662. The cost of the revetment to save 200 out of the 500 feet would be Rs. 31,050, and if the erosive action continued so as to require protection against a force capable of encroaching 500 feet, the cost would be Rs. 51,750.

15. Next follows a native village consisting mainly of huts, but with a few small brick houses, a mosque, and other buildings. By far the most valuable buildings are situated in the half of the plot further from the sea, so that it would be many years before they would be attacked. The length of frontage G H is 390 feet and its width 500 feet. Its estimated value is Rs. 24,275, and the cost of revetting from 11,700 to 19,500 rupees according to the strength of revetment required.

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16. The next plot H I includes Flagstaff Street and a small area on the other side of it, of similar character to the last. Its frontage is 175 feet, its estimated value Rs. 8,686 (of which Rs. 4,000 is for a bazaar at the extreme landward side) and the cost of revetment from 5,250 to 8,750 rupees.

17. In the next plot I K the valuable buildings are more scarce, and the greater portion of such as there are, are again at the landward side. The frontage is 765 feet, the estimated value Rs. 23,784, and the cost of revetment from 22,950 to 38,250 rupees.

18. We now come upon properties the character of which is this. Those which are simply agricultural have a value of 20 rupees per ground of 2,400 square feet. But those which have a sea frontage command a value of from 75 to 100 rupees per ground as timber depôts. This value of course depends upon their being adjacent to a free sandy beach where timber can be landed. It will follow the changes of the coast line, the land of which for the time being has the frontage commanding the enhanced value, so that the actual loss by erosion is at the agricultural rate and not at the timber yard rate.

19. At the northern end of the timber yards is the village of Tondiarpetta Cuppum. This village has changed its site since the survey was made from which the present place was copied. The huts have been re-erected on the plot of land immediately to the north of those on which the village is shown, and there is an ample area of land of small value for its further extension if necessary. The ground on which the huts formerly stood is Government property, and is now waste. The land to which they have been removed is now valued at 75 rupees per ground as "hutting land," while that immediately adjoining and equally available for hutting is valued at 20 rupees. It seems likely there is an eye to possible future compensation in these movements.

20. From the above first approximate comparison it will thus be seen that the real question is as to the propriety of protecting or of leaving to the free action of the sea the portion between A and I. The portion A B (paragraph 13) is clearly not worth protection. G H would probably be deemed worth it if it could be done without protecting all the intervening portion; but as this cannot be done, the whole length must be treated as one, and subjected to a further step in the process of comparison. The cost of revetting this whole length would be certainly Rs. 60,600, and might rise, if the erosive action were such as would encroach to the full extent of the area, to Rs. 1,01,000. The value of the land which would be saved by the expenditure of Rs. 60,600 would be Rs. 35,000, and of the whole area which could be saved by the expenditure of Rs. 1,01,000 would be (as per estimate) Rs. 85,971.

21. On behalf of the proposal to purchase the land credit must also be taken for the fact that the expenditure will be reproductive so long as the land is not attacked.

22. I think, therefore, there can be no doubt that from a strictly economical point of view the conclusion must be in favor of purchasing this land rather than protecting it. Whether there are any other considerations tending in the opposite direction is a question that I must leave to those of more local knowledge of the wants of the class of people affected than myself. But from the inquiries I have made I do not think the gradual removal of the block of native habitations between G and I to a narrower but longer frontage, extending over the compounds of the two neighbouring bungalows, would be so great a hardship as interposing a stone bank between them and the sea—a change which would materially interfere with their daily avocations. Of the two bungalows in question, one is at present vacant, and the owner makes a monthly application to Mr. Thorowgood for rent; the other has been recently offered for sale at a price much below the value estimated by the Collector. The tenants of the remaining three will certainly not be incommoded by the encroachments of the sea for some years to come, as the houses are placed further from the shore.

23. My recommendation therefore is that the revetment be forthwith completed as far as the point A, but that northwards of that point no further attempt be made to control the action of the sea on the ground that the cost of doing so would be greater than the value of the land to be saved. To indicate this point, and to give

my reasons for determining upon it, is perhaps the limit of my duty in the matter. But as the natural result of the adoption of my recommendation would be for the Government to purchase the properties next threatened with erosion, so as to anticipate the claims of the owners, I have shown on the plan by a green border the area which I would suggest as desirable to be purchased, although of course it is only those portions immediately abutting on the sea for which the arrangements are urgent.

24. The valuation of this area made in the Collector's office is Rs. 2,08,149, and as the Committee charged with the consideration of the claims made for the land already washed away have entered into provisional agreements with the owners for their satisfaction by the payment of a sum very closely approximating to the valuation formed on the same basis as this, it is clear that it may be taken as a sufficiently close one for the present purpose of determining the proper limit of protective works.

Estimate of Revetment for 1,200 feet north of Police Tannah.

	RS.
9,600 Tons Rubble Stone at Rs. 2¼	21,600
4,800 „ „ „ for subsequent maintenance at Rs. 2¼ ...	10,800
	32,400
Contingencies at 5 per cent.	1,600
Establishment at 5 per cent.	1,600
Total ...	35,600

(Signed) W. PARKES, M. INST. C.E.,
Engineer-in-Chief, Madras Harbour Works.

No. 314 C.

MEMORANDUM.

REFFRRED, through the Financial Department, to the President, Madras Municipal Commission, for consideration and report with advertence to the marked passage at paragraph 22.

2. The question is whether the Government have only to take into account the present value of the land as compared with the cost of protection, or whether there are considerations other than those urged by Mr. Parkes for incurring the cost of protecting the whole by a longitudinal revetment.

(By Order.)

(Signed) ROSS THOMPSON, Lt.-Col., R.E.,
Ag. Under Secy. to Govt., P.W.D.

CHEPAUK,
6th February 1882.

To the Financial Department.

No. 115-B. Proceedings of the Madras Government, Financial Department, dated 2nd March, 1882, No. 295, Routine.

From A. T. ARUNDEL, Esq., President, Municipal Commission, to the Chief Secretary to Government, dated Madras, 16th February 1882, No. 263.

IN returning the enclosures which accompanied G.O., No. 230, dated 13th February, I have the honor to inform you that I know of no reason why Government should not purchase the land marked in the plan and allow the erosion of the sea to progress, if this be a more economical course than a longitudinal revetment.

From a sanitary point of view the eventual destruction of a crowded hamlet which would be rebuilt elsewhere under proper restrictions and supervision would be an advantage.

TRANSFERRED to the Public Works Department.

(True Extract.)

(Signed) C. D. MACLEAN,
Under Secretary.

To the Public Works Department, with five original papers.

No. 115-C. ORDER THEREON, 17th March 1882, No. 698 W.

IN this letter the Engineer-in-Chief of the Madras Harbour Works submits proposals for dealing with the erosion of the beach north of the harbour.

2. He proposes that the revetment be forthwith completed as far as the point marked A on the plan which accompanies his letter, leaving the coast to the northward of this point unprotected; Government however to acquire possession of the land northward and westward of A as marked by a green border on the plan.

	RS.
3. The cost of the revetment is estimated at	35,600
while the value of the land to be acquired is put down at ...	2,08,149
To this must be added the amount recently adjudged as compensation to land-holders for damage already caused	50,000
Making a total in round numbers of	2,94,000

to be added to the supplemental estimate of the Harbour Works.

4. That the completion of the sea-wall to A should be carried out there can, the Government think, be little or no question, and on grounds of economy purchase rather than further protection seems in every way advisable.

5. The erosion being admittedly due in the main to the check interposed by the harbour groynes to the movement of the sand along the coast from south to north and the recuperative action resulting therefrom, it is not at present clear to the Government where, as a consequence of the new form which the shore line north of the harbour will assume, this erosive action may be supposed to cease.

6. In reference to this point it seems desirable to ascertain whether the extent defined by the green line on Mr. Parkes's plan affords a reasonable assumption of the limitation of the action in question, and the Government would be glad to be furnished with a further report on this subject by the Engineer-in-Chief.

(True Extract.)

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

To the Engineer-in-Chief, Madras Harbour Works.
„ Superintendent, Madras Harbour Works.
„ Marine Department.
„ Revenue Department.

Exd. S. T. Austin.
Spare Copies

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of {1882} Madras.

PUBLIC WORKS.

To

THE ENGINEER-IN-CHIEF,
MADRAS HARBOUR WORKS,
&c., &c., &c.

Dated March, 17th.

Issued

Recd. *Encl.*

G.O., 17th March 1882, No. 698 W.

MARCH.
Nos. 115A—1150.

Proposals for dealing with the erosion of the beach, north of the Harbour.—Passing orders on—.

9TH OCTOBER 1883, No. 2837 W., PUBLIC WORKS.

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GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

READ—the following papers :—

From F. N. THOROWGOOD, Esq., M. INST. C.E., Superintendent, Madras Harbour Works, to the Secretary to Government, Public Works Department, dated Madras, 19th September 1883, No. 22 W.

I have the honor to submit the following for the approval of Government.

2. The task of taking up and looking after the land, trees, houses and huts which are from time to time being handed over to this department by the Deputy Collector under Government Orders noted in the margin is at present so extremely troublesome, that I venture very respectfully to ask for sanction to some special arrangements which appear to me necessary for the next six months, or, say, till 1st April 1884, by which time I hope all the necessary land will be acquired and the work will have got into a regular groove.

No. 601 W., dated 8th March 1882.
„ 2101 W., „ 16th August „

3. I will, as briefly as I can, explain that the Deputy Collector sends daily (and sometimes more frequently) lists of properties to be handed over, and these have to be inspected personally by some competent person at the time of receiving. A surveyor has to note the land, building or tree on a plan, and a competent clerk and conicopillay have to record the property in a suitable list for the purpose of collecting rent. The whole is under the supervision of Mr. Beardmore.

4. The number of these items of property is now mounting up to near 1,300, and most of them are 2 miles from this office, some of them nearly 3 miles. There is no proper road to these places, but a heavy track along the sand.

5. The collecting of rent is most difficult, as most of the occupants of huts refuse to pay anything, notwithstanding that my orders are to pull down the huts of those who continue to refuse payment. Legal process has been tried on the better class of non-paying tenants, but without much satisfaction. Robberies of property and cutting down of trees and fences is of common occurrence, involving an ever-varying but never-ending staff of watchmen.

6. The actual travelling backwards and forwards from this office two or three times a day is really very hard work for anybody, and I cannot expect that the very competent clerk who has charge of the list of properties can be expected to do this in addition to his office work without extra pay.

7. I may mention that I have this morning received a letter from the Deputy Collector asking me to value a plot of land, nearly 3 miles away, on which are over 3,000 casuarina trees, and requiring also my notion of the value of each tree.

8. I do not wish to ask for an increase of salary to any one on the Harbour Works staff at present, and it is not desirable (even if it were admissible) to ask for any fixed travelling allowance for such work as I have described.

9. The work is very arduous and troublesome, and I am quite unable to ask for any fixed staff for it as yet, for I sometimes want a large number of extra hands as watchmen and survey lascars. The work, moreover, will only be of temporary duration, as I hope that by 1st April 1884 all will be smooth going.

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10. What I therefore ask for is that, as a temporary measure, I may be given full power over the staff required for this purpose of taking up land and receiving rent, and may treat those that are engaged on the work as if they were on the muster roll of executive work, in which case they would get extra pay for extra work, according to the time occupied. It shall, of course, be my duty to be satisfied that the time is fairly employed.

11. This object will be easily attained if for the next six months I may be allowed to remove the pay of one clerk (Mr. E. A. D'Vaz) and one surveyor (Moonoosawmy Rao) from the regular establishment of this office (their *names* being still retained however), and may place them on this special duty for a time, their pay being chargeable to that head of the estimate which at present carries all the charges involved in this intricate business of taking up the coast land.

12. If I may be favored with an early reply I shall be very glad.

Office note from the Examiner of Public Works Accounts, dated 27th September 1883, No. 663.

There appears no objection to the proposal advanced by the Superintendent, Madras Harbour Works, in paragraph 11 of his letter, being sanctioned by Government. The clerk and the surveyor named by the Superintendent are at present on the regular establishment of the Harbour Works division, and their services are non-pensionable.

From the Superintendent, Madras Harbour Works, dated 3rd October 1883, No. $\frac{1}{23\text{ W.}}$

Order—dated 9th October 1883, No. 2837 W., Public Works.

The arrangements proposed by the Superintendent, Madras Harbour Works, in paragraphs 10 and 11 of his letter above recorded, are approved.

(True Extract.)

(Signed) J. SHAW-STEWART, Colonel, R.E.,
Secretary to Govt., P.W.D.

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

Exd. A. F. Goodall.
Spare Copies

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BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of (1883) Madras.

PUBLIC WORKS.

Dated October, 9th.

Recd. *Encl.*

G.O., 9th Oct. 1883, No. 2837 W.

OCTOBER.

Acquisition of Land for the Madras Harbour Works

Sanctioning the transfer of a clerk and a surveyor from the regular establishment of the office of the Superintendent, Madras Harbour Works, to the special work of —,

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MADRAS HARBOUR WORKS.

Subordinate Staff.

—	Present Scale.	Scale as now sanctioned.					Remarks.
		Grade.	Minimum.	Increment.	Maximum.	Mean Pay.	
	RS.		RS.	RS.	RS.	RS. A. P.	
1. Sub-Engineer	* 400	....	..	..	..	*250 0 0	
Sub-Engineer's Establishment.							
2. First Clerk and Timekeeper	40	4th Class, 1st Grade.	40	2	50	45 0 0	
3. Second Clerk	25	4th do. 2nd do.	30	2	40	35 0 0	
4. Stone Quarry Clerk ..	18	4th do. 3rd do.	20	2	30	25 0 0	
5. Draftsman	20	3rd do.	20	2	30	25 0 0	
6 & 7. Two peons ..	14	....	..	..	..	14 0 0	No grading.
Special Establishment.							
8. Head Foreman of Works.	440	....	..	..	..	440 0 0	No grading.
9. Foreman Engineer ..	300	....	..	..	..	350 0 0	Secretary of State's sanction to be applied for.
10. Do. Diver ..	300	....	..	..	..	350 0 0	Sanctioned by Secretary of State.
Superintendent's Establishment.							
11. Managing Clerk ..	80	2nd Class, 3rd Grade.	100	4	120	110 0 0	
12. First Clerk	35	4th do. 1st do.	40	2	50	45 0 0	
13. Second do.	30	4th do. 2nd do.	30	2	40	35 0 0	
14. Third do.	25	4th do. 2nd do.	30	2	40	35 0 0	
15. Draftsman	45	1st do.	50	4	70	60 0 0	
16. Second Draftsman ..	25	2nd do.	35	3	50	42 8 0	
17, 18 & 19. Three peons ..	21	....	..	..	..	21 0 0	No grading.
Assistant Superintendent's Establishment.							
20. Clerk	35	4th Class, 1st Grade.	40	2	50	45 0 0	
21. Surveyor	50	As Draftsman, 1st Class.	50	4	70	60 0 0	
22. Draftsman	20	3rd Class ..	20	2	30	25 0 0	
23, 24 & 25. Three peons ..	21	....	..	..	..	21 0 0	No grading.
Accounts Establishment.							
26. Accountant	..	According to rank ..	..	..	..	..	
27. Cashier	40	4th Class, 1st Grade.	40	2	50	45 0 0	
28. Clerk	25	4th do. 2nd do.	30	2	40	35 0 0	
Store Department.							
29. Chief Storekeeper ..	220	....	..	..	..	220 0 0	No grading.
30. Assistant do. ..	30	4th Class, 2nd Grade	30	2	40	35 0 0	
31. Godownkeeper ..	25	4th do. 3rd do.	20	2	30	25 0 0	
32 & 33. Two lascars ..	14	....	..	..	..	14 0 0	
	2,298		..	..	..	2,407 8 0 2,298 0 0	
Increase per mensem ..	..		..	..	..	109 8 0	
Increase per annum ..	..		..	..	..	1,314 0 0	

* Exclusive of Presidency house-rent and allowance.

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14th December 1883, No. 3574 W., Public Works.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

Read—the following papers :—

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 1883, No. 31 W.

Before active operations are resumed on these important works, I feel it my duty to place on record some of the difficulties connected with their control and management which it would, in my opinion, be very desirable to remove, and I therefore have the honor to address Government at some length showing, first, the difficulties; and, secondly, what I respectfully would suggest as means towards removing them. I do this, however, on the supposition that the work of restoration will be carried on, if not by the same staff, by a similar one to the present, and not by the *bonâ fide* Public Works Department.

2. As compared with other large works in India carried on by Government funds, the Madras Harbour Works are in a peculiar position. The whole control is practically under the officer who holds the post of Superintendent, who has no immediate superior to appeal to, and neither he nor his staff (with the exception of the Sub-Engineer and the Accountant) belong to the Public Works or any other Government department. Questions of engineering have to be referred to the Engineer-in-Chief in England, without whose approval on any important points the Superintendent is not supposed to act. Questions of account and expenditure have to be referred by the Superintendent direct to the local Government without the intervention of any other officer. It is not necessary for me to touch on the magnitude of the works as a whole, but they rank with the largest marine engineering undertaking ever attempted out of the United Kingdom. But having respect to their magnitude and to the peculiar position (as compared with Executive or Superintending Engineers of the Public Works Department) in which the Superintendent stands as regards the control and management of the works, it is desirable that his personal authority should be very strong, as that is practically the ruling power of the works.

3. The position of the staff and establishment is likewise peculiar. For seven years and-a-half employment upon these large works has been classed as "Temporary" by the Accounts Department, although in the Civil Pension Code the definition of the term "temporary employment" is (page 99) that "the employment shall not last more than one year." It now seems not improbable that the temporary employment may extend over a period of twelve years.

4. It has been ruled that employés coming on to this staff are to pass the Government test examination; and without their having done this, however skilful they may be in any particular line for which the Superintendent selected them, their pay is disallowed. Employés were also ordered to purchase and maintain "Service Registers," such as are used by Government servants. From these facts it was believed by those who originally came on the establishment of these works that although they were not entering upon pensionable Government service, yet that in fact they were

Government servants, and that by keeping up their service registers satisfactorily they would at any rate be able to be transferred from this office to some other under Government.

5. This, however, turned out not to be the case, and although they are bound by the usual restrictions for Government service here as elsewhere, their service registers are but laughed at, and their applications held inadmissible if they seek Government service after having reached the age of 25 years. They are, in fact, not held to be Government servants at all, and but for the fact of their not seeing anything better in prospect, they might be the employés of any private firm or of a contractor.

6. With regard to those, and they are only a few, who have come to this office from other and regular Government employ, and who have claimed, or are thinking of claiming, their pensions, owing to the peculiar position of these works, there seems to be great difficulty in deciding their rights and claims. One excellent native surveyor and draftsman applied for his pension in April 1881 (leaving work on account of ill-health), and again in February 1882 he renewed his application, begging that if the amount of his pension could not be settled, he might have a gratuity "on account," as he was in great want. His pension was settled in July 1882, and his hard service on these works *was not counted towards pension.* He had died, however, a few weeks before his case was settled. Another question of pension is that of Mr. J. Hart, Storekeeper, which has lately been decided in a similar manner, *i.e.*, Harbour Works service is not to count as service at all. In 1876 it was not understood that this would be the case, but now it is placed in a perfectly clear light.

7. Now there can be no doubt that in India the fact of being in "Government service" has not only a great hold on the minds of all employés, but it has more than that, insomuch as it gives the superior officer of those employés a greater hold upon them, and moreover it lowers the rates of salaries by holding a certain prize in view in the future. This hold and this prize are both wanting on the Madras Harbour Works, and I very respectfully submit that the state of things that I have shown now to exist is not conducive to keeping an efficient and willing staff in hand for the next four or five years of hard work. It therefore appears most desirable to me (whoever may have charge of the work) that, before active operations are resumed, all subordinate members of the staff should see that they have something to look forward to in the event of good and diligent behaviour, and something to miss in the reverse case. They now see (which I submit was not made known at the commencement of the works in 1875-76) that as they pass the age of 25 years, they become ineligible for Government service; that even supposing they work here under Government rules and draw their pay from Government for 12 years, their service is only counted as "temporary" and not as "service" at all, and they understand that all they have to look forward to is just employment for the duration of the works without prospect of increase of salary. This is a state of affairs of which I shall venture to suggest an amendment (*vide* "A" further on).

8. In 1879 a change was made by order of Government in the establishment of these works, and many men whose salaries had for 3½ years been charged to "Works" (in accordance with Mr. Parkes's estimates) were suddenly brought upon the "Establishment." Amongst them were some very excellent workers (time-keepers, &c.) who had not passed the requisite Government test examination (referred to in paragraph 4), and who were nevertheless drawing Rs. 20 a-month. This is, strictly speaking, contrary to the rules of the uncovenanted service as notified in the *Fort St. George Gazette* of 26th April 1861, which compels all those who are borne on an "Establishment" to pass the test before they can draw such a salary. The individuals in question were perfectly well instructed in their work, which an outsider would have taken some time to acquire, and no objection was raised at the time of their transfer from "Works" to "Establishment," although, as I have pointed out, they were not after such transfer strictly by the rules entitled to draw the salaries passed to them. On this I have a suggestion to make further on (*vide* "B" hereafter).

G.O., No. 2254 W., dated 3rd September 1879.

9. When work was going on in all its branches at nearly full speed in 1877-78 there were several English Foremen and mechanics serving under the Superintendent under agreement, and many more of a similar class without an agreement, all of them high-class workmen in their special lines. These men are in the habit of regarding the Superintendent (or Resident Engineer as it would be in England) as their chief superior on the works, and look to him alone for payment of wages punctually when due.

10. This class of men knows nothing of the high authority of the Examiner of Public Works Accounts, and when their salaries are three days overdue and they apply to the Superintendent for payment, it is not always clear to them that they cannot be paid because "the Examiner has not audited the pay sheets," nor does it tend to promote that respect for the Superintendent which the peculiar position of these works calls for. Such a state of things as the above was avoided for some years while the audit of the Examiner followed the payment of wages, but in 1880 it was ordered that the audit should precede payment, and the result has often been three days' delay. It is only on two occasions that any trouble has arisen, and that was of course easily stopped, but I think that the apparent powerlessness of the Superintendent to pay wages that are due without a sufficient reason is not desirable, and this is the third point (*vide* "C" hereafter) on which I shall venture to suggest an amendment.

11. Before, however, recording what I believe would be simple means for removing these obstacles or difficulties now pointed out, I have to ask for sanction to some additions to the staff as it should be when work is resumed.

12. The members of the store and accounts departments have now at last succeeded in keeping up all the various forms required by the Examiner of Public Works Accounts, and, I trust, with fair satisfaction to that officer. But the amount of repetition and copying into different forms the same items is very great, and, in my own opinion, vexatious without being of much use. It is necessary to take stock of tools and plant every six months (to my mind a superfluous labor which an annual return should satisfy here as in England), and this involves writing out two copies of a list showing every single article of plant on the works and quarries. Indeed, of most "returns" of any sort duplicate copies have to be prepared, one being for the Examiner of Accounts. The amount of actual physical writing that has to be done in order, to keep all these many forms up to date, is immense. At present the staff can just manage to do it without letting work get into arrears, but when the receipt and issues of stores and tools is more than quadrupled, and when there are constant arrivals of all manner of articles from England requiring immediate attention on being landed, it will be perfectly impossible to prevent the copying work from getting into arrears. On this account I shall ask for two additional writers, one for copying work relating to receipt and issue of stores, and one for similar work in connection with the accountant. Their salaries and positions will be mentioned in another place.

13. Again, since the partial destruction of these piers in November 1881, an entirely new element has arisen which is at present giving a great deal of very unsatisfactory trouble. I refer to the acquisition of land to the north of the harbour. There are now upwards of one thousand different items of property handed over to the Superintendent of the Harbour Works by the Collector, and on all of these the Superintendent has to do his best to collect the rents. The tenants refuse to pay, and on being pressed leave their huts and go elsewhere. I have brought legal pressure to bear on one of the better class of tenants, but at present he has been indifferent to that. To collect these rents and to keep a proper list of them for submission to the Examiner is really a very considerable work, and one that requires many miles of travelling for those engaged in the collection. At present it is being done by Mr. Beardmore, with one clerk, assisted by a conicopillay and two or three of survey-boat lascars. This, however, could not be arranged if we were at work again, and I shall therefore ask sanction for a special staff of one clerk, one conicopillay and three peons for this work. It will be well to note that the Collector was awarded two extra clerks at Rs. 20 a-month simply for office work in connection with these transactions. On this subject, however, which is very pressing, I have asked for special orders to suit present urgent circumstances.

G.Os., Nos. 2618 W. and 1009 W., dated 9th Oct. 1882 and 2nd April 1883, respectively.

14. Before entering on the subject of my proposals for the future of the staff there is one more point that I wish to call attention, and that is the subject of "travelling allowances." I believe it was quite clearly understood by the Superintendent and Assistant Superintendent of these works in 1875 that no allowances would be granted for ordinary travelling to and from their work, nor for any reasonable amount of travelling about the work itself. At the same time it was not then foreseen that so much travelling would have to be undergone, as is now the case with the inspection of sea encroachments and property endangered thereby. It is impossible to pass over the fact that hardly any choice of places of residence is left to an Englishman in Madras. The district of Ráyapuram, in which the Harbour Works office is situated, contains many houses, but they are always occupied by those whose duty lies entirely on the spot, as for instance, missionaries, officers of the regiment stationed near, and medical officers of the district. Mr. Beardmore for convenience lived at Ráyapuram formerly, but the encroachment of the sea has done away with the house he occupied, and three similar houses are threatened. I submit, then, that it is of necessity that a residence be chosen between $3\frac{1}{2}$ to 5 miles from the Harbour Works office. In full work two visits a day are generally needed, and always so when a survey is being made. In addition to this, the property to the north has to be carefully and persistently inspected for a distance of 3 miles beyond the Harbour office. It thus becomes an easy and common matter to travel 20 miles a day in an ordinary day's work, exclusive of the regular work of inspecting the yards and breakwaters. There is no manner of doubt that this necessitates the keeping of more horses than would be necessary for simply inspecting the Harbour Works and attending to office duty. By the wording of the travelling allowance bills it is perfectly clear that any great amount of travelling from one's "ordinary residence" on service entitles any one in Government employ to some allowance, presumably to compensate for the extra conveyance necessary. In visiting the land to the north of the Harbour (a distance of 8 miles from my residence) I have often sent in to the Examiner an inspection report of these journeys and received a travelling allowance for the day. However, since the passing of G.O., No. 417 W., dated 8th February 1883, I am uncertain whether mileage is to be counted from "one's ordinary residence," as written in the Public Works forms, or from the office, as named in the Government Order. The order at present is a special one for Mr. Beardmore, but probably should apply also to the Superintendent, in which case it will be possible for the Superintendent having arrived at the Harbour Works office to travel $4\frac{1}{2}$ miles up to the coast and $4\frac{1}{2}$ miles back for any number of times, and yet such journeys are to be treated as in the ordinary day's work, in addition to a certain drive of 9 or 10 miles to the office and back. It is hardly necessary to say that these inspections of the coast north and south of the actual site of the works tell rather hardly upon horse and carriage accommodation, and it appears very desirable to know for certain, before work is resumed with full energy, whether any travelling allowance may be claimed from the officer's "ordinary residence," as given in the Public Works forms, or whether the G.O., No. 417 W., dated 8th February 1883, which was passed in Mr. Beardmore's case, is to apply to the present Superintendent, or to any future Superintendent and Assistant Superintendent. The matter is not very important, but it would be better to have it made quite clear.

15. I will now state what I would suggest as remedies for the difficulties mentioned in paragraphs 1 to 12, taking up first the subject "A," paragraph 6.

16. In order that the staff may have something to encourage them to do their best, I propose that an increased rate of pay shall be sanctioned for all appointments over Rs. 18 per mensem, and in the list which accompanies this letter will be found the limit of salary for which I ask sanction. It must be clearly understood that although I apply now for sanction to the highest limit, it does not follow that the limit will ever be reached, and there must be no increase of salary made by larger sums than Rs. 10 at a time, and that three months is to be the very shortest interval between the increments. I ask further that the Superintendent shall have power to make increases of salary up to Rs. 30 on his own responsibility. I must in connection with this request refer to G.O., No. 2016 W., of 31st July 1879, in which the then Harbour Committee (which I think does not now exist) are empowered to sanction salaries to Rs. 60 per mensem, and the Superintendent himself to make appointments up to Rs. 20. I now ask that the limit may be extended from Rs. 20 to Rs. 30.

17. The effect of obtaining present sanction for prospective increases of salary to those indicated on the list herewith will be to show all the staff that there is some prize to be gained by diligence, some reward to be missed by neglect. It will also serve the purpose for which G.O., No. 2016 W., of 31st July 1879, was passed, namely, to save frequent reference to Government. I should remark that every increase of salary should be formally reported to Government, although it be within the limits of the sanction now asked for.

18. In the list now submitted there are three persons of whom I must speak separately. First, the Honorary Assistant Engineer (formerly Sub-Engineer) Mr. Bhemaya Saenna (No. 1 on list). He proposes shortly to take his pension and retire, and in that case I shall ask for a Sub-Engineer to take his place on a much smaller salary. Mr. Bhemaya Saenna, having come from Kurrachee Harbour Works, has been of the greatest service here, but his services and his salary were special (see G.O., No. 2642, dated 13th September 1875).

19. The second case is that of Mr. Gunther (No. 9 on list), who was appointed by me, with Government sanction, in place of Mr. John Chicken. Mr. Chicken came out on agreement with the Secretary of State in 1876 to serve five years, with free passage out and home. He died in 1878, and Mr. Gunther took his place, under no agreement, in December of that year. The pay of the post in 1876 was Rs. 320 a-month, with Rs. 20 a-month for house-rent, and I propose that Mr. Gunther, who has worked admirably for five years, be paid Rs. 350 a-month, as already suggested by Mr. Beardmore (see G.O., No. 2301 W., of 7th September 1882).

20. The third case is that of Mr. E. deCastre, already referred to in G.O., No. 470 W., of 21st February 1882. I now place the final limit of salary for this post at a higher figure than in February 1882, in order that there may be always a better prospect in advance. I may note that, compared with managing clerks in Government offices, the pay of this post is very small indeed, while the work is fully as hard; indeed, I am not sure that the weekly despatch of letters, plans and reports to London does not make the work more troublesome than in many other offices, as this is an extra piece of work which, owing to the Chief Engineer being in England, cannot be avoided.

21. I believe if sanction is awarded to the schedule herewith submitted, a fresh stimulus will be given to the staff, and there will be something to look forward to as the work progresses. The actual charge to Government for salaries will be less * than when work was going briskly on in 1880, owing to the decrease in the salary of the Sub-Engineer and the abolition of the posts of Inspector of Quarries, two Commanders of steamers, and English Foreman Carpenter.

	RS.
* Saving by Sub-Engineer	150
Superintendent, Quarries	250
Two Commanders of steamers ...	500
Foreman Carpenter	250
Saving ...	1,150

22. I next come to item "B," paragraph 8. This refers to the Government test examination. I submit that, as practically this office does not reckon as a Government office, the test examination is unnecessary, and of no use; for, since it has been ordered that time-keepers be put on the establishment who were experts at their work and had passed no examination, it becomes inconsistent to insist on others, whom the Superintendent may select for special ability, being made to pass that which perfectly efficient employés have by a lucky accident avoided.

23. Moreover, bearing in mind that practically the staff on the "Establishment" of these works is in no one feature more in actual Government service than are the men employed on the works, it is most inconsistent that the Superintendent has power (as it is absolutely essential he should have) to appoint locomotive engine-drivers and

skilled divers whose pay, with overtime, often amounts to Rs. 180 a-month, and yet he is debarred from appointing a clerk in his office on a salary of Rs. 20 a-month, because the clerk has not passed an examination which qualifies him for service on which he is not about to enter, namely, recognized Government service. On these grounds I ask that the test examination may be abolished.

24. The third point ("C," paragraph 9) is simply asking that the salary bills may be audited after payment, provided always that there is no deviation from the bill as passed for the previous month. This custom was in force for several years and was only changed in 1880. Punctual payment of wages is one of the grand secrets of managing men, and although doubtless the Examiner's office do their best to audit accounts rapidly, it frequently happens that wages are not paid till three days after they are due. This, as I have said before, does not tend to increase the respect for the Superintendent of the Works.

25. The points that I place before Government for consideration are these :—

1st.—A scale of salaries as per schedule.
2nd.—Abolition of test examination on first appointment.
3rd.—Sanction for a special staff for looking after the property to the north.
4th.—Audit of accounts to follow payment, except in cases of deviation from previous month's salary bill.
5th.—Distinct ruling as to travelling allowances.

26. I ask for these advantages solely with a view to their helping greatly in the management of these works if they are resumed. It is of the utmost importance that some better prospect be in sight for the next period of hard and active work, for there is no doubt that gradually a feeling of disappointment has crept over those who were placed on the "Establishment," as they have discovered that, in spite of having to provide themselves with "Service Books," in spite of having to pass a test examination, and notwithstanding that they were previously employed on pensionable service, their time in this office has reckoned as nothing, *not even as service under Government*, when applying for another post, and they have been worse off than if they had been free from any rules and borne on the charges of the "Works" under the same Superintendent.

27. It is unnecessary for me to add that my proposals are based entirely on the supposition that work will be recommenced, and they are not supposed to have effect until such is the case.

Office note from the Examiner of Public Works Accounts, dated Madras, 2nd November 1883, No. 806.

Your office note, No. 2440 D., dated 22nd October 1883.

I submit the following remarks on the representations of the Superintendent, Madras Harbour Works.

Paragraph 3.—Civil Pension Code, Section 59, is, I take it, the temporary service to which the Harbour Works establishments belong, all except the Accountant and Sub-Engineer. The reference to "page 99" is of course inapplicable in this instance. In referring to the Government of India the question whether the leave rules were applicable to the Harbour Works establishment specially brought out or engaged only for these works, Government of India decided (their No. 91 E.M. and C., dated 1st March 1879) that Section 136, Rule 2, of the Civil Leave Code, was applicable. With this must be read Section 126, Rule 7. So that there is, I think, little doubt that the temporary employment is that referred to in Section 59, Civil Pension Code.

Paragraph 5.—See paragraph 4 of G.O., No. 1829 W., dated 2nd August 1880, and paragraph 2 of G.O., No. 2166 W., of 15th September 1880.

Paragraph 6.—The orders of Government in the Pension Department, Nos. 610 and 701, dated 11th July 1880 and 7th August 1883, respectively, give particulars regarding these cases, and G.O., No. 1829 W., above quoted, gives further particulars regarding Mr. Hart. The matter is now, I think, clear as to claims likely to come up.

Paragragh 7.—See paragraph 4 of G.O., No. 1829 W., above quoted.

Paragraphs 9 and 10.—"Punctual payment of wages is one of the grand secrets of managing men," see paragraph 24. I think I may say that, as a rule, no salary bill from the Superintendent has been more than two *working* days in my office. But even if it had been, and it were usual for it to be three or even four days, punctuality could still be observed by considering the 4th or any subsequent date as "pay day." So long as the men are "punctually" paid, it can make but little difference to them whether "pay day" be the 1st or the 7th. The Harbour Works staff is in the same position in this respect as every Public Works office at headquarters whose pay bill must be audited before salaries are paid.

Paragraph 12.—I have already informed the Superintendent that, in my opinion, he should not require more establishment for his stores work than he had when works were previously in full progress. I do not consider the work in the Harbour office so heavy as that in some of our northern divisions.

Paragraph 13.—This has already and lately been dealt with by Government.

Paragraph 14.—This matter has been twice decided by Government in respect to Mr. Beardmore during his tenure of the office of Officiating Superintendent, and orders passed of course apply equally to the substantive Superintendent. Analogous cases in regard to Mr. Jopp, Colonel Burton, Lieutenant Hamilton, and officers at Sangam have been referred to Government and decided unfavorably for the present argument. However see Civil Travelling Allowance Code, Section 27, and Section 3 (*a*); also Civil Leave Code, Section 157, Rules 6 and 7.

Paragraph 16.—The estimate for the works used to include a provision of 7 per cent. for establishment, without details; against this provision this Government were able to delegate to the Superintendent or to the Committee power to sanction establishment, appointments on salary higher than Rs. 250 of course excepted. As to increases, the spirit of the rules in Public Works Code, paragraphs 452 and 533, might be applied. A maximum salary being fixed, the Superintendent can give as much less (see paragraph 52 of Code) as he pleases, the rate of increment and its period being decided according to the first above-quoted paragraphs.

Paragraph 19.—On the precedent of the increase granted to Mr. Underdown, the sanction of the Secretary of State will be necessary.

Paragraph 22.—It rests with Government to grant the exemption asked for, either for good and all, or for the period during which the persons concerned may be employed in the Harbour Works establishment.

2. A statement in prescribed form is submitted for information.

ORDER—dated 14th December 1883, No. 3574 W., Public Works.

In view of active operations being resumed on the Madras Harbour Works, the Superintendent, in his letter above recorded, brings to notice some of the difficulties connected with their control and management, and proposes certain remedial measures, which may be summarised as follows :—

I. A modification of the scale of salaries now drawn by the subordinate staff.
II. Exemption from the Uncovenanted Civil Service Examination rules of men on the staff classed under clerical establishment.
III. Sanction to a special staff for looking after the property acquired by Government to the north of the Harbour.

IV. Audit to follow payment of salary bills, except in cases of deviation from previous month's salary bill.

V. A distinct ruling to be given as to travelling allowances, *i.e.*, whether in the case of the Superintendent, distance travelled is to be reckoned from his residence or office.

A modification of the scale of salaries now drawn by the subordinate staff.

2. Under No. I, the Superintendent proposes a prospective increase to the salaries of nearly all the members of the subordinate staff, with the exception of the Sub-Engineer, the pay of which appointment he proposes, on the retirement of the present incumbent, to fix at Rs. 250 per mensem instead of Rs. 400. The net result of the Superintendent's proposals under this head amounts, as shown in the statement submitted by the Examiner, Public Works Accounts, to a possible maximum increase of Rs. 328 per mensem, or Rs. 3,936 per annum.

3. The Government admit that there are good grounds for the Superintendent's proposals for augmenting the pay of his staff, but they see no reason why the salaries and increments of the clerical establishment should not be regulated by the rules laid down in paragraphs 452, 521, 522, and 533 of the Public Works Code. Sanction is accorded, therefore, to the scale of establishment in the statement appended to this order, but it must be understood that no increased pay can be drawn until sanction has been received to commence the work of reconstruction.

4. The proposed increase to the salary of Mr. Gunther, Foreman Engineer, will be submitted for the sanction of the Secretary of State.

5. The two additional clerks applied for by the Superintendent, for store and account work, have not been included in the scale now sanctioned. Before deciding whether the increase is absolutely necessary, the Government desire that the Superintendent will, with reference to the remarks on the subject by the Examiner, Public Works Accounts, place himself in communication with that officer, and see whether means cannot be devised to simplify and lighten the work referred to. A further report on this subject may be submitted by the Superintendent hereafter.

Exemption from the Uncovenanted Civil Service Examination rules of men on the staff classed under clerical establishment.

6. The second of the Superintendent's proposals, dealt with in paragraphs 8, 22, and 23 of his letter, will be remitted for favorable consideration in the Educational Department. The Government in the Public Works Department consider that there is reason in Mr. Thorowgood's arguments in favor of exempting his clerical establishment from the examination rules.

Sanction to a special staff for looking after the property acquired by Government to the north of the Harbour.

7. With reference to the third proposal, the Superintendent is requested to report whether there is any reason why the charge of the property acquired by Government to the north of the Harbour should not be handed over to the Revenue authorities. When active operations are resumed, the energies of the whole of the Harbour staff should be devoted to their legitimate and heavy work, and it seems no part of the duty of such staff to be concerned in the charge of land and the collection of rents. The protective works on the foreshore will of course remain in the hands of the Superintendent. On receipt of Mr. Thorowgood's views on this question (which should be submitted in a separate letter), the matter will be further considered in communication, if necessary, with the Revenue Department.

Audit to follow payment of salary bills except in cases of deviation from previous month's salary bill.

8. With regard to the fourth point, the rule in paragraph 498 of the Public Works Code will be relaxed, as a special case, in favor of the Harbour Works staff, but salaries will be disbursed strictly under the conditions prescribed in paragraph 499.

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A distinct ruling to be given as to travelling allowances, *i.e.*, whether in the case of the Superintendent distance travelled is to be reckoned from his residence or his office.

9. On the fifth point, the Government have already given a decision in their Order, No. 417 W., dated 8th February 1883, paragraph 2 of which is of course applicable to the permanent Superintendent. The Government regret that it is not possible to meet Mr. Thorowgood's views on the subject.

(True Extract.)

(Signed) J. SHAW-STEWART, Colonel, R.E.,
Secretary to Govt., P.W.D.

To the Superintendent, Madras Harbour Works.
" Examiner, Public Works Accounts.
" Educational Department.
" Revenue do.

Exd. A. F. Goodall.
Spare Copies

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of {1883} Madras.

PUBLIC WORKS.

Dated December, 14th.

Recd. *Encl.*

G.O., 14th Dec. 1883, No. 3574 W.

DECEMBER.

Madras Harbour Works

Passing orders on letter from the Superintendent proposing certain changes in the establishment, &c., of the —— on the commencement of its reconstruction.

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9th February 1884, No. 200, Revenue.

GOVERNMENT OF MADRAS.

REVENUE DEPARTMENT.

Read—again Proceedings of the Madras Government, dated 14th December 1883, No. 3574 W., Public Works, communicated to the Board of Revenue by Revenue G.O., dated 11th January 1884, Mis. No. 109:—

Abstract.—Passing orders on letter from the Superintendent proposing certain changes in the establishment, &c., of the Madras Harbour Works on the commencement of its reconstruction.

Read—the following letter from F. N. THOROWGOOD, Esq., M. Inst. C.E., Superintendent, Madras Harbour Works, to the Secretary to Government, Public Works Department, dated Madras, 8th January 1884, No. 38 W.:—

In acknowledging the receipt of G.O., No. 3574 W. of 14th December 1883, I have the honor to ask that I may be permitted very respectfully to express my thanks for the very encouraging way in which my proposals and requests have been received by Government. I am confident that the results following the order when in operation will be most satisfactory.

2. In reply to paragraph 7 of the order, I have the honor to remark that I know no reason why the collection of rents from the properties to the north should not be handed over to the Revenue Department, and there is no arrangement which I should hail with greater satisfaction than transferring charge of the lands and houses to that department.

3. I believe it is customary in the Public Works Department for the Engineering staff attached to any works to collect rents of buildings on such works. But I am perfectly certain that no such undertaking as this one under discussion was ever foreseen when that custom was sanctioned.

4. The acquisition of property is now almost completed, only some trifling items remaining to be handed over and some disputed rights of ownership to be settled.

5. My own views are exactly expressed in the words of the paragraph of the order above referred to, namely, that "the energies of the whole of the Harbour staff should be devoted to their legitimate and heavy work," when operations are resumed. Moreover, I feel inclined to believe that the officers of the Revenue Department will prove more successful in collecting rents than my staff has hitherto been. In fact many of the tenants (of whom there are upwards of 1,000) do not think of paying rent without legal proceedings being taken, and the collection is always in arrear in spite of all our efforts. The Revenue Department probably have men at their command who are thoroughly accustomed to such work, and who are possibly armed with an authority such as my people have not.

6. It is perhaps hardly necessary to point out that, as the cost of the property in question was borne by the Harbour Works Funds, the rents collected by the Revenue Department (after deducting expenses) should go to the credit of the Harbour Works as at present.

No. 28 C.

Referred to the Revenue Department.

10th January 1884. (Signed) C. BOWEN, Major, R.E.,
Under-Secy. to Govt., P.W.D.

To the Revenue Department.

ORDER—dated 9th February 1884, No. 200, Revenue.

Land Revenue, No. 30.

The Board of Revenue will instruct the Collector of Madras to take charge of all lands acquired by Government north of the Harbour, and to arrange for the punctual collection of the rent due thereon. A statement of outstanding arrears should be obtained from the Superintendent of Harbour Works, and immediate steps taken for their realisation. The rents, &c., collected should be credited to the Harbour Works under instructions which will be issued by the Accountant-General.

(True Extract.)

(Signed) H. E. STOKES,
Secretary to Government.

To the Board of Revenue.
„ Public Works Department.
„ Accountant-General.

Exd. J. Henricus.

70 Copies.

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[illegible]
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No. 544 W of 28th Feby/84

Commn. to the Supt. Madras Harbour Works for information and guidance

(Sgd.) C.B.

Govt. of (1884) Madras.

REVENUE.

Issued

Recd. Encl.

G.O., 9th February 1884, No. 200.

FEBRUARY.

Lands

acquired by Government north of the Madras Harbour.—Board of Revenue directed to instruct the Collector to take charge of all —, and to arrange for the punctual collection of the rents due on them.

Supt. M. H. Works

Ex. P.W. Accts.

No. 544 W of 28th Feby/84.

15th Novr/84 No 2893 W

No. 25 W

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FROM

THE SUPERINTENDENT,

MADRAS HARBOUR WORKS,

TO The Hon: Colonel J. H. M. Shaw-Stewart, R.E.

Secretary to Government

Public Works Department,

MADRAS, 4th November 1884.

Sir,

I have not submitted for the information of His Excellency the Governor in Council any report upon these works since October 3rd 1883 (G.O. October 12th 1883 No 2875 W). The reason of this is that the work that has been done has, until the last few months, been confined to repairing machines and cranes. I now have the honour to submit a general report of the state of the works at present.—

North Pier Foreshore work

2. On May 19th last in accordance with the sanction given in G.O. dated 25th April 1884 No 1056 W, the work of tipping rubble foreshore to the north of the North Pier was commenced. The

position

position and section of the foreshore to be made up were such as was shewn on the plans of the Home Committee under the presidency of Sir John Hawkshaw, and ~~[illegible]~~ were in no way affected by what appeared at the time to be the somewhat doubtful question of the position of the entrance to the Harbour. The South Indian Railway Company at first were able to provide only one train daily from the quarry at Pallavaram to the works, but after a time more wagons were available and two trains of 24 wagons each were sent down daily when the weather permitted of work being done.—

3. The stone has been deposited in its place by means of large cargo boats and cooly labour, and I am inclined to think that if we can get a sufficiently strong fleet of these craft nothing in the way of Hopper Barges (either for hand or steam power) will be required. No provision for any special craft is yet made in England nor was such a requirement

anticipated

anticipated when I left on August 20th

4. From May 19th to October 11th (at which date the sea put an end to work at the North Pier) there were deposited in the foreshore 32124 tons of stone. This amount has almost completed the extra section required from 250 feet to 1925 feet from the commencement of the breakwater— At a specially weak spot in the breakwater about 200 feet from the commencement an additional protection has been made by building on the top of the new rubble foreshore 16 wave breaker blocks, each weighing 30 tons. These are of interest in a general way as shewing the size and shape of the blocks to be deposited as foreshore to the restored works.—

Concrete Blocks

5. All this time I regret to state that it is not possible to proceed with making blocks for the new work of restoration as there are at present only

sufficient

sufficient funds at my disposal to keep the foreshore work going on. There is no longer any doubt as to the "section and shape of the blocks to be made as during my visit to England from May 20th to September 18th I received from Mr. Parkes full instructions in a general way on this head.

6. The block yards on which the blocks are made, need very considerable alterations which will cost not less than 10,000 rupees, and these cannot well be proceeded with until more funds are available. It seems to me therefore to be better to go on with the useful and necessary work of depositing rubble foreshore rather than to make a new departure before it is quite settled where the funds for such a purpose are to come from.—

South Pier
Rubble foreshore

7. After October 11th the wind getting to the north of East it became necessary to transfer stone trains and cargo boats to the South side of the South Pier, since which date 2691 tons of stone have been deposited as foreshore in accordance

with

with Mr. Parkes's instructions received in Westminster— As at the North Pier this foreshore so deposited, although the amount at present is insignificant will form the foundation of the very substantial screens of wave breaker blocks which are to protect the walls of the breakwaters.—

Plant and Machinery

8. I am able to report that the Titan Cranes for setting blocks and one of the wave breaker Cranes are in hand in England and I hope that by January next one may be delivered here.— It is hardly necessary to point out that until one of these machines is erected it is impossible to deposit a single block in the breakwater.

9. Here on the spot extensive renewals and repairs have been going on (with very few workmen) to the cranes, locomotives and trucks for carrying blocks. I only recently discovered that the timber work of the 40 ton Goliath Crane at the South Block-yard was much decayed and needed entire rebuilding. The block carrying trucks also I find are very unsafe and all need new frames.

All

All these works give full employment to the skilled hands reduced in number to a minimum.—

10. During October the diving staff were employed in making a species of submarine survey of the line of the foundation of the new wall. This was carried on with much elaboration and care, and I have plotted the results on a plan of large size. The conclusion one is able to arrive at on inspecting the result is that the work of preparing the new foundation will not probably be so formidable as was at first anticipated.—

Divers and diving

11. The sea continues to encroach to the North but not to any very serious extent. Some bungalows are becoming of less value owing to the encroachment and many cocoanut trees belonging to Government have been washed away. The charge of this property is now entirely in the hands of the Collector of Madras with the single exception of Carlton House the rent of which is paid into this Office.

Encroachment to the North

No 2552 W of
16-10-84—

12. With reference to this matter I feel bound in justice to myself and staff to correct a wrong impression that may have been conveyed to His Excellency the Governor in Council regarding the cost of collecting the rents of this Harbour Works property. In his letter attached to G.O. No 998 dated 9th September 1884 Revenue, the Collector states that whereas the monthly salaries of the staff collecting rents while under my charge amounted to Rs 294, his people can do the work for Rs 79. It must be borne in mind that carpenters and masons for repairs, surveyors, chainmen and draughtsmen are included in the higher amount and are not included in the collector's list.

I have the honour to be
Sir,
Your most obedt Servt
F. W. Harrington. M. Inst. C.E.
Superintendent
Madras Harbour Works

To W for perusal,
C.S.
5.11.84

No. 698 W d/ 17.3.82
" 2837 W d/ 9.10.83
" 3574 W d/ 14.12.83
" 544 W d/ 28.2.84
" 832 W d/ 27.3.84
" 832 W d/ 28.3.84
" 2875 W d/ 12.10.83
" 1250 W d/ 16.5.84
" 1674 W d/ 4.7.84
" 768 E d/ 14.10.84
" 2552 W d/ 16.10.84

Public 919

Buildings & Roads

From
The Superintendent
Madras Harbour Works

5 NOV 84

No. 25 W
Dated 4th November 1884

No of Enclosures nil

Progress Report
Submits — for the
month of October 1884

Circ: 12/11 R 17/11

2893 W

Copy has been applied
for from the Revenue
Dept. R.S.
7.11.84

Await receipt

Rev: Dept. No. 1735 Mis of
24-4-84 & file now put
up D.P. 10-11-84

Under G.O. Revenue
dated 9-2-84 No. 200
Carlton House should
I think be taken charge
of by the Coll: of Madras
?

C.A.W. 10-11-84

Please draft disposal

Buildings & Roa

10.11.

para 11.

9196

Why should Carlton House be dealt with differently from the other property acquired with of the Harbours ?

2893
2089421

Keep a [illegible] report
W.H.W. for [illegible]
1883 | Refer
with Hon Rev
Secy 10/11 In Circ
12

39
6-11-84

To W

In addition to huts and plantations, there are at present "5 bungalows and 140 pucca native houses" appertaining to the harbour works, which are in charge of the Revenue Dept. There seems no reason why Carlton House should be treated exceptionally, especially as it is not occupied by the harbour works establishment.

R.S.
7.11.84

Show G.O. bearing on the matter. It appears to be dated 24-4-82. No. 1735 Rev.

39 ~~40~~

7-11-84

To W

The G.O. is not on record in this Dept.

C. No 9194

2893 W

H.M's remark on draft order

The Supdt. refers in para 5 of his letter restriction of block working for want of funds. On this point please see the following

8826 W d/28 Mar. 84
10566 W — 25 Apl. 84

which the Govt of India fix the grant for the current official year.

2893
2088490
40

R.S.
17.11.84

40

Buildings & Roads
Civil Works

No. 2893-W

PUBLIC WORKS DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 19 November/84

2893
4

READ the following

Letter from the Supt: Madras Harbour Works — H.E. No. 25 W d/ 4 November/84

5

The report will be recorded, with remark as regards paragraph 5 that the revised budget providing for additional expenditure on the works this year, in accordance with the conclusions adopted in London, has been recommended for the sanction of the Government of India.

2. Adverting to para 11, there seems no reason why the charge of the Carlton House property should be retained by the Harbour works Staff. The property will be dealt with in the same manner as other properties referred to in G.O. 200 d/ 9 Feby:/84 (Revenue Dept.).

Supt: M. H. works
Ex: P.W. Accts:
Rev: Dept:
(Revenue Secretary for favor of counterinitials

28/11

10.11.84

~~The Hon M. E. Sullivan~~

1873

2893/42

17 NOV 84

BW 19/11

Have [illegible] prepared a [illegible] to [illegible] draft.

RS

Circ. 12/11

9194

Govt. of (1884) Madras.

PUBLIC WORKS.

Dated 43 ~~4~~ 11

5-8-

Recd.

Recd.

G.O. 19th Novr: 1884, No. 2877 3

28 rks

adras Harbour Wo

rt by

Orders on rep the Supt

mitted by t state

the prese —, recommends

the —

tt ks

Recd.

370

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