

GOVERNMENT OF MADRAS.

M A R I N E D E P A R T M E N T .

READ—the following paper :—

From the Chairman and Members of Committee of the Cocanada Chamber of Commerce, to the Chief Secretary to Government, dated Cocanada, 15th February 1886.

We, the Chairman and Members of Committee of the Cocanada Chamber of Commerce, have the honor to address you in reference to G.O., dated 21st December 1885, No. 557 (Marine).

That order deals with certain representations, as therein quoted, made to Government in reference to the Groynes Extension Scheme showing that the letters of the Chamber of Commerce have been accorded no greater consideration than to be passed on for disposal to the officer against whose action they are mainly directed, whose reply appears without further inquiry to be held by Government as finally adjusting matters. Captain Taylor has throughout systematically represented what he is pleased to term “the difficulties at Cocanada,” as being in the nature of more or less unseemly squabbles between the representatives of the mercantile community and his local subordinate, and we are therefore forced to state plainly (what it was hoped would have been sufficiently apparent from the general tenor of previous representations to Government), that the treatment complained of has emanated not from any local subordinate, but from Captain Taylor himself.

If, therefore, Captain Taylor is to continue to practically dispose of all representations to Government in matters of Marine, it seems needless for us to trouble the Government of Madras in the matter any further, but in the hope that what we have now been forced to state plainly may be considered to entitle our representation to some other treatment, we venture, as representatives of the mercantile community of Cocanada, to make a final appeal for a reconsideration of the question of the position of the Cocanada Groynes Extension Committee.

For the double purpose of illustrating Captain Taylor's method of treatment of these matters, and of correcting the wholly erroneous impression, his letters are calculated to convey, as to the claims and the action of the Groynes Committee, we must beg leave in the first place to notice a few of the statements made by Captain Taylor in his letter embodied in the Government Order under reference, as follows :—

“The Committee have for some time past contended for the entire control of the Local Fund.”

The Committee have not “for some time past contended for the entire control of the Local Fund,” but they have claimed nothing further than an adequate voice in the administration of the fund under the orders of Government sanctioning its application. They have not claimed “*generally to assist in port improvement*,” but have closely confined their attention to the Groynes Extension Scheme alone. So unwilling have they

been to over-step the limits of the authority they have all along claimed, that they have abstained from interfering in matters of river conservancy, although that duty has been so frequently mentioned in the orders and correspondence in connexion with the Groynes Extension project, that they might be held to have a right to some control over it.

"Consisting of dues on goods raised to defray the interest of the money sanctioned by Government."

The dues on goods were not raised "to defray the interest of the money sanctioned by Government," but to defray the entire cost of work *plus* interest, and the collections subscribed by the merchants of Cocanada have so far been so great that, not only have no funds been advanced by Government, but a balance still remains in hand unexpended, so that at most the Board would be claiming direction of their own money.

"The Committee claim to exercise an entire control over the actions and duties of the Port officer."

The Board does not "claim to exercise an entire control over the actions and duties of the Port officer," but only to have a voice in the direction of his duties as executive officer of the Board, in so far as they concern the construction of the work, which they are appointed to see efficiently carried out.

"The Port officer in return for his valuable services as a surveyor, and his energetic devotion to the work of construction of the groynes, draws the small amount of Rs. (100) one hundred a month in addition to his pay, while even this small payment was disputed for a season by the Committee, but subsequently granted by the Supreme Government."

The Board fully recognise that the services of the present executive officer are valuable, and that his devotion to the work is energetic, and, far from having disputed the payment to him of Rs. 100 per month, this payment was suggested by them (*vide* their Proceedings, 6th June 1883, section 5), the suggestion receiving the support of the Chamber of Commerce by their letter to the Port officer, dated 14th June 1883. Notwithstanding that Captain Taylor suggested an allowance in his letter, 13th October 1882, No. 8761, the payment was at first persistently opposed by him on the ground that he was of opinion that the supervision formed an integral part of the duties of the Port officer, and the Board has good grounds to believe that this contention was so far adhered to by Captain Taylor that the then Port officer was given the alternative of undertaking the work without allowance or being transferred to another port. He accepted the latter alternative, and it was only since Captain Taylor's own nominee, the present incumbent, was appointed to Cocanada, that Captain Taylor became an advocate for the allowance. Even then the Committee were informed that no regular monthly allowance could be sanctioned, and that the remuneration must take the form of an honorarium proportionate to the work actually performed, and the only action ever taken by the Committee, capable of being construed into opposition to the allowance, was a contention that the Government grant should be strictly adhered to.

"I do not consider that the remark as to Mr. Baker's demeanour should have found expression here, as he informs me his time is rendered miserable by the slights and discouragements offered to him, and on this last occasion he was stigmatized by one member as nothing but "a paid servant of the Board."

The Board can only deny the statement that slights were ever offered to Mr. Baker, and that he was ever stigmatized by any member as "nothing but a paid servant of the Board." Any sense of discouragement, which Mr. Baker may ever have felt, must have arisen from a misunderstanding as to the relative positions of the Executive officer and the Board, and a reference to the number of his proposals readily sanctioned will give sufficient evidence of the encouragement he received, and of the sense on the part of the Board as to the value of his services.

"I have always been assured that the receipts have exceeded the disbursements, and hence the argument of the Board that it was their own money that was being spent, and therefore protested their right to administer it. I found, as I expected, that, while no blame can be said to attach itself to any one in particular, all parties on the spot have contented themselves with balancing the receipts and disbursements, without taking into consideration the advance of the work."

This is strangely at variance with Captain Taylor's satisfaction at the progress of the work as expressed in paragraph 2 of his report to the Chief Secretary to Government, No. 2577, dated 23rd March 1885, after the work had been in course of construction for some two years.

The latter statement is absolutely unfounded, and, as Captain Taylor is in possession of copies of the Board's Proceedings (or otherwise he is not in a position to express an opinion upon the subject) this unwarrantable and undeserved aspersion, which Captain Taylor has seen fit to cast upon the Members of the Board, cannot have the justification of ignorance on his part.

These Proceedings, especially those of 8th October 1884, 19th November 1884, 15th April 1885, and 17th January 1885, bear ample testimony to the serious and continuous anxiety of the Members of the Board lest the expenditure should out-pace the progress of the work, and Captain Taylor might be challenged to point out any single instance in which a comparison between receipts of dues and expenditure on work is made, or even referred to. We are unable to endorse Captain Taylor's statement that so reckless an expenditure of public funds as he describes could be made without serious blame attaching to all concerned, and, not only would the executive officer in such case be blameworthy, but the Members of the Board would consider themselves also deserving censure. As a matter of fact no such laxity as he describes has ever occurred, and, in justice to the Board, the Chamber consider that Government should call upon Captain Taylor to substantiate or withdraw his statement.

"Only one-seventh of the work is carried out, while one-third of the estimate is expended; in other words, the estimate of Rs. (72,900) seventy-two thousand and nine hundred, sanctioned in G.O. (Marine), No. 110, dated 13th March 1884, must now be increased to one lakh seventy thousand, without taking into account the extra expense for heavy stone to complete the defence of the sea-face of the North Groyne which will prove a considerable item; the whole will absorb the money sanctioned from Port funds in addition to the collections now made, if, indeed, it will not result in an increased tax being levied on the trade. Under these circumstances, I set myself seriously to consider how some economy might be practised, and it at last occurred to me that the aprons of concrete made under water in canvas, proposed by Sir John Hawkshaw for protection to the rubble of the harbour works, would at once offer a cheap and easy solution of the difficulty."

Captain Taylor's statement that only "one-seventh of the work is carried out, while one-third of the estimate is expended," cannot be reconciled with the figures in possession of the Members of the Board, who have no knowledge of any expenditure subsequent to the last accounts passed by them at the meeting of the 23rd September 1885, after which they withdrew from an active interest in the management. Up to that date the total expenditure amounted to Rs. 19,232, but in that is included a sum of over Rs. 5,000 for cost of boats, Rs. 2,000 on account of supervision allowance, and the value of a considerable quantity of stone paid for, but not placed in position. The boats will last the entire period of construction, and still represent value in hand, while the payments for supervision allowance, if in excess of the estimate, have been so made against the expressed opinion of the Board, and the net expenditure, deducting these items, will be found to be but little, if at all, in excess of the proportionate work done, assuming that to be one-seventh of the whole as stated by Captain Taylor. Any such excess would be due to the walls having had to be carried over a stretch of exceptionally soft ground, and a portion of the work having had to be removed and reconstructed through excessive sinkage. As the Committee had the

assurance of the executive officer, and their own observation, that, that belt once passed, hard bottom would be found, they were warranted in believing that any excess of expenditure would not be serious or likely to be continuous. Nevertheless they were resolved that, should further progress prove otherwise, the work should, on reaching a certain point, be stopped, and a report thereon be sent to Government and to the Chamber of Commerce.

The Committee are of opinion that Captain Taylor, by withholding the fact that the expenditure quoted by him included value to be recovered, has conveyed to Government a wholly erroneous impression of the position of matters. As to his suggestion that aprons of concrete made under water might be adopted, the Committee had already had under consideration a plan somewhat similar, but in their humble opinion more effective, considering the peculiar nature of the construction; and this is mentioned, not with any desire to withhold from Captain Taylor the gratitude which the Committee have ever felt for his advice and assistance, but to vindicate the members from the charge, which might appear to lie against them, of lack of resource and inability to cope with difficulties as they may arise.

It remains only to notice Captain Taylor's letter of 5th December 1885, No. 10348. In this he states that the Hon. H. E. Sullivan and Hon. Colonel Shaw-Stewart assured the Committee "that public monies could not be administered by a private body, upon which the Committee resumed its office." This description of what passed is altogether at variance with the recollections of the members who were present, as already expressed in the Chamber of Commerce representation to Government in their letter of 10th November 1883, No. 9498. The assurances, upon which they resumed office, were that, although actual disbursing of the funds must remain in the hands of a Government officer, the control of the expenditure should remain with the Committee as a body, and that without their express sanction, no portion of the funds could be appropriated to any purpose whatever. The G.O., No. 176, 29th January 1883, on which Captain Taylor lays stress as showing the management of the funds was entrusted to the Master Attendant and not to the Committee, can hardly be taken as disposing of that point, since at that time the Master Attendant was the only individual to whom the allotment could be made, the Committee having come into existence only on 16th February 1883.

It may be pointed out, in passing, that notwithstanding these assurances, a proposal has lately been put forward to repeal the Act III of 1883, which gave some grounds for apprehension that the collections at all out-ports might be merged into a general fund, susceptible of being appropriated to purposes other than the special one for which Act III of 1883 was passed. The fears of the community were entirely allayed by the G.O., No. 362 (Marine), 28th August 1885, but have since been again aroused by inquiries made by the Marine Department through the Deputy Collector, purporting to be in conformity with G.O., No. 474 (Marine), dated 6th November 1885.

It is remarked, with regret, that in their order, No. 557 (Marine), upon Captain Taylor's two letters above referred to, the Government of Madras now support the view, put forward by Captain Taylor, that the Groyne Committee was intended to be a purely consultative body. The Chamber of Commerce have, as suggested, made a minute reference to the previous Government Orders (Nos. 176, 162 and 281), which are held to have defined the functions of the Committee as purely consultative, but they fail to find that this is made clear by these orders. On the contrary, the function of the Committee is everywhere, and even in the Government order now under reference, described as being to "co-operate" in effecting improvements to the port, and, while disclaiming any desire to enter upon a controversy as to the precise meaning of the relative terms, the Chamber of Commerce may be permitted to say that they have, from the first and throughout, understood the Groyne Committee to be an *executive*, rather than a consultative, body. The action of the first Committee, in resigning as a protest against their being denied an adequate voice in the carrying out of the work, is evidence of the light in which they regarded their position, and it has

always been considered here that the assurances upon which they resumed office might be relied upon as proof that the Government was willing to concede to them an executive part in the scheme.

A still stronger argument, however, in support of our present contention, is furnished by the peculiar position which the mercantile community occupy in relation to the scheme, and the Chamber of Commerce have confidence in asserting that a fair consideration of the whole circumstances must show that the position now claimed for the non-official members of the Committee cannot with justice be withheld. These circumstances may be briefly stated as follows:—

The mercantile community of Cocanada, as represented by the Chamber of Commerce, had been for years urging upon Government the need for improving the entrance of the river by an extension of the groyne or otherwise, and, failing by other means to obtain the concession asked for, they at length came forward with a spontaneous offer to bear the cost of the groyne extension, provided Government would advance, at interest, the funds required for the immediate construction of the work. It was proposed on behalf of the mercantile community that a small due at the rate of one pie per hundredweight (which was calculated to yield, at the lowest computation, Rs. 6,000 annually,) should be imposed on all exports and imports, until Government should have been fully reimbursed, and this was offered to Government in security for interest on advances and to provide a sinking fund to liquidate these advances. That offer was accepted by Government, and an estimate, amounting to Rs. 53,608, for the cost of the extension, having been submitted and sanctioned, orders were passed placing that amount at the disposal of the Port Officer. Subsequently, a brief Act (III of 1883) was passed legalising the collection, as from 1st February 1884, of the special dues proposed by the Chamber of Commerce, and the collections since made under that Act show that the impost has yielded, and should continue to yield, an annual income of, in round figures, from Rs. 15,000 to Rs. 20,000. As a consequence, the receipts have from the first exceeded the expenditure on the construction of the extension, and, so far, therefore, from Government having been called upon to advance funds, there has been from the first, and is now, in their hands a considerable surplus of money contributed by the mercantile community towards the work.

In the meantime, measures were instituted to carry out the work, and it was found at the outset that the original estimate of Rs. 53,608 (prepared before the formation of the Committee,) was impracticable, and would require to be increased to Rs. 72,900. That increase was sanctioned by Government, and was cheerfully agreed to by the mercantile community. Subsequent progress has shown that, from unforeseen difficulties arising from excessive sinkage, and the possible need for facing the northern groyne with massive concrete blocks, even that revised estimate may be very largely exceeded, and Captain Taylor has reported to Government that the estimate "must now be increased to one lakh seventy thousand, without taking into account the extra expense for heavy stone to complete the defence of the sea-face of the north groyne, which will prove a considerable item," or, in other words, to a total of about two lakhs of rupees! As shown above, the Chamber consider that Captain Taylor's estimate is erroneous, but the conditions on which the work is being carried out require in fairness that the mercantile community, who are paying for it, should be asked whether they consent to such increase as may be necessary, and the mere fact of Captain Taylor's having seriously put forward such figures, and having suggested, in doing so, an increase in the rate of dues, is, in the opinion of the Chamber, the best proof that could be offered of the justice of their present demand that the representations of the mercantile community be accorded an active voice in the executive part of the work.

Since the Cocanada Landing and Shipping Dues Act (III of 1883) was passed, a similar Act (III of 1885), extending the same provisions of law to the other out-ports of the presidency, has come into force, and, following the precedent established by the conditions under which the Cocanada Act was adopted, the operation of the later Act is governed by an express and emphatic reservation prohibiting its application to any individual port, until the mercantile community of that port shall have

voluntarily expressed a desire for it. Such a condition implies beyond question a distinct agreement as to the nature and cost of the improvements to be carried out from the dues realised, and, if that condition be followed out to its logical conclusion, an active part in the carrying out of these improvements cannot justly be withheld from the mercantile community, if they desire it.

The difficulty in the way of non-official members of the Groynes Committee being entrusted with the powers now asked for them appears to be some rule of Government by which funds, collected for a public purpose, can only be administered by a Government officer. The Chamber are not acquainted with the precise terms of that rule, but, if its provisions could be met by enlarging the Committee to embrace other Government officials, whose presence would be held to sufficiently safeguard the public interests, of which Government are the custodians, the Chamber of Commerce would welcome such an extension as a *modus vivendi* in the matter. If such an expedient should be held to warrant the Government in vesting in the Committee the control of funds, within limits previously sanctioned by Government, the Chamber would suggest that the Committee might be reformed as follows:—

<i>Ex-officio</i> Government members	{ The Collector of Godáviri—Chairman. The District Engineer, Godáviri. Port Officer, Cocanada—Executive Officer.
<i>Do.</i> non-official member	{ The Chairman of the Cocanada Chamber of Commerce—Vice-Chairman.
Ordinary members elected annually	{ Two members of Chamber of Commerce. Two representatives of Native mercantile community.

As stated, the Chamber of Commerce submit this proposition to Government in the hope that it may be accepted as a *modus vivendi* in this matter, and, in doing so, they have again and finally to urge upon the consideration of Government the peculiar position which the mercantile community of Cocanada occupy in relation to the Groynes Extension Scheme. That position is an exceptionally strong one. The mercantile community volunteered to pay the cost of improvements, which would ordinarily, if carried out, have been chargeable to Port funds; the scale of their current contributions has so far obviated, and will in all probability continue to obviate, any call being made upon Government for funds to carry on the work; the affairs, in which they now seek to have an adequate voice, do not, as in the case of the Madras Harbour Committee (with which a comparison has been sought to be made) concern a work, on the completion only of which dues would commence to be levied; on the contrary, the trade of the port is contributing largely to the cost of a work, from which no present advantage is derived, and from which, at the present rate of progress, no adequate benefit can be obtained for several years to come, and, lastly, the consultative position, to which it has been sought to relegate them, has been proved by past treatment to be a simple mockery—a position which the Chamber must positively and finally decline to permit their representatives any longer to occupy. A further consideration, which should have weight with Government is this; that the action of the mercantile community of Cocanada in volunteering to contribute special funds for measures of port improvement and the extension of the same principle to other out-ports, have imported into the general question of improvements at out-ports a factor of considerable future potential value to Government, but, if the trade of this port, after having initiated this, in some respects, unique movement, and after having committed itself to payment of dues amounting in the aggregate to a considerable annual sum, is now denied that voice in the administration of the scheme, to which it is justly entitled, no other port is likely to commit itself to the same position, and it will only remain for Cocanada to take such measures, as may be open to it, of protest and appeal against the treatment which has been accorded to it, and against the continuance of a work which, on other terms, would have been of great value to the trade of the port.

The Chamber of Commerce, however, still entertain the hope that the Government will, on a reconsideration of the question, be pleased to accord the position claimed, which is nothing more than that of a reasonable control for the mercantile community of Cocanada over the expenditure of funds contributed directly by the community, and always within limits previously sanctioned by Government, and, in

that hope, the Chamber earnestly commend what has now been written to the favorable consideration of the Government of Madras.

We have, &c.,

(Signed)	J. A. SIMSON—Chairman.	} Members of Committee.
(")	HALL, WILSON & Co.,	
(")	P. P. TUKSTERIL,	
(")	E. C. A. GUYOT,	
(")	DEANE & Co.,	
	Cocanada Chamber of Commerce.	

ORDER—dated 6th April 1886, No. 162, Marine.

The Government observe that the Chamber are correct in supposing that it is undesirable to hand over to a non-official Committee funds raised under the sanction of the law from the public generally for the execution of public works, for the reason that there can be no stability in such a Committee. The gentlemen who compose it one year may be away the next, and their successors may hold totally different views and decline to be bound by the opinion of their predecessors.

2. At the same time, the Government quite recognize the claim put forward that the public, through their representatives on the Committee, should have a voice in the administration of the funds raised for the harbour improvements at Cocanada, so far as this can be arranged without detriment to the public interests; and His Excellency in Council is inclined to think that the proposal of the Chamber to enlarge the Committee in the manner indicated at the close of their letter would meet the requirements of the case.

3. Before disposing of the matter finally, however, the Government resolve to forward the letter from the Chamber for the consideration of the Collector and an expression of his opinion.

4. In consultation with the Chamber, the Superintending Engineer, the members of the existing Groynes Extension Committee and the principal native merchants, the Collector will report—

- (1) on the constitution of the proposed Committee;
- (2) their functions and the degree of control to be exercised by them—
 - (a) as regards expenditure,
 - (b) as regards design and execution;
- (3) the agency by which the work should be carried out.

5. The present position of the Port Officer is an anomalous one. He is a member of the Committee, and yet is paid out of the Harbour-dues fund for his executive functions in connection with the construction of the groynes. It should be considered whether it would not be expedient to have the work carried out by other agency. As the Executive Engineer has charge of the canals and locks around Cocanada, that of the Public Works Department suggests itself to Government in the Marine Department.

(True Extract.)

Chief Secretary.

To the Collector of Godáviri.
" Chamber of Commerce, Cocanada.
" Groynes Committee, do.
" Master Attendant, Madras.
" Public Works Department.

Exd. A. Raiff.

Govt. of (1886) Madras.

MARINE.

6TH APRIL 1886, No. 162, MARINE.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

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For the double purpose of illustrating Captain Taylor's method of treatment of these matters, and of correcting the wholly erroneous impression, his letters are calculated to convey, as to the claims and the action of the Groynes Committee, we must beg leave in the first place to notice a few of the statements made by Captain Taylor in his letter embodied in the Government Order under reference, as follows :—

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The Committee have not "for some time past contended for the entire control of the Local Fund," but they have claimed nothing further than an adequate voice in the administration of the fund under the orders of Government sanctioning its application. They have not claimed "generally to assist in port improvement," but have closely confined their attention to the Groynes Extension Scheme alone. So unwilling have they

Cocanada Chamber of Commerce.

Passing orders on a letter from the — making certain representations respecting the position, &c., of the Groynes Extension Committee.

Entered in Rept. Reg.

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assurance of the executive officer, and their own observation, that, that belt once passed, hard bottom would be found, they were warranted in believing that any excess of expenditure would not be serious or likely to be continuous. Nevertheless they were resolved that, should further progress prove otherwise, the work should, on reaching a certain point, be stopped, and a report thereon be sent to Government and to the Chamber of Commerce.

The Committee are of opinion that Captain Taylor, by withholding the fact that the expenditure quoted by him included value to be recovered, has conveyed to Government a wholly erroneous impression of the position of matters. As to his suggestion that aprons of concrete made under water might be adopted, the Committee had already had under consideration a plan somewhat similar, but in their humble opinion more effective, considering the peculiar nature of the construction; and this is mentioned, not with any desire to withhold from Captain Taylor the gratitude which the Committee have ever felt for his advice and assistance, but to vindicate the members from the charge, which might appear to lie against them, of lack of resource and inability to cope with difficulties as they may arise.

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It is remarked, with regret, that in their order, No. 557 (Marine), upon Captain Taylor's two letters above referred to, the Government of Madras now support the view, put forward by Captain Taylor, that the Groynes Committee was intended to be a purely consultative body. The Chamber of Commerce have, as suggested, made a minute reference to the previous Government Orders (Nos. 176, 162 and 281), which are held to have defined the functions of the Committee as purely consultative, but they fail to find that this is made clear by these orders. On the contrary, the function of the Committee is everywhere, and even in the Government order now under reference, described as being to "co-operate" in effecting improvements to the port, and, while disclaiming any desire to enter upon a controversy as to the precise meaning of the relative terms, the Chamber of Commerce may be permitted to say that they have, from the first and throughout, understood the Groynes Committee to be an *executive*, rather than a consultative, body. The action of the first Committee, in resigning as a protest against their being denied an adequate voice in the carrying out of the work, is evidence of the light in which they regarded their position, and it has

always been considered here that the assurances upon which they resumed office might be relied upon as proof that the Government was willing to concede to them an executive part in the scheme.

A still stronger argument, however, in support of our present contention, is furnished by the peculiar position which the mercantile community occupy in relation to the scheme, and the Chamber of Commerce have confidence in asserting that a fair consideration of the whole circumstances must show that the position now claimed for the non-official members of the Committee cannot with justice be withheld. These circumstances may be briefly stated as follows:—

The mercantile community of Cocanada, as represented by the Chamber of Commerce, had been for years urging upon Government the need for improving the entrance of the river by an extension of the groynes or otherwise, and, failing by other means to obtain the concession asked for, they at length came forward with a spontaneous offer to bear the cost of the groynes extension, provided Government would advance, at interest, the funds required for the immediate construction of the work. It was proposed on behalf of the mercantile community that a small due at the rate of one pie per hundredweight (which was calculated to yield, at the lowest computation, Rs. 6,000 annually,) should be imposed on all exports and imports, until Government should have been fully reimbursed, and this was offered to Government in security for interest on advances and to provide a sinking fund to liquidate these advances. That offer was accepted by Government, and an estimate, amounting to Rs. 53,608, for the cost of the extension, having been submitted and sanctioned, orders were passed placing that amount at the disposal of the Port Officer. Subsequently, a brief Act (III of 1883) was passed legalising the collection, as from 1st February 1884, of the special dues proposed by the Chamber of Commerce, and the collections since made under that Act show that the impost has yielded, and should continue to yield, an annual income of, in round figures, from Rs. 15,000 to Rs. 20,000. As a consequence, the receipts have from the first exceeded the expenditure on the construction of the extension, and, so far, therefore, from Government having been called upon to advance funds, there has been from the first, and is now, in their hands a considerable surplus of money contributed by the mercantile community towards the work.

In the meantime, measures were instituted to carry out the work, and it was found at the outset that the original estimate of Rs. 53,608 (prepared before the formation of the Committee,) was impracticable, and would require to be increased to Rs. 72,900. That increase was sanctioned by Government, and was cheerfully agreed to by the mercantile community. Subsequent progress has shown that, from unforeseen difficulties arising from excessive sinkage, and the possible need for facing the northern groyne with massive concrete blocks, even that revised estimate may be very largely exceeded, and Captain Taylor has reported to Government that the estimate "must now be increased to one lakh seventy thousand, without taking into account the extra expense for heavy stone to complete the defence of the sea-face of the north groyne, which will prove a considerable item," or, in other words, to a total of about two lakhs of rupees! As shown above, the Chamber consider that Captain Taylor's estimate is erroneous, but the conditions on which the work is being carried out require in fairness that the mercantile community, who are paying for it, should be asked whether they consent to such increase as may be necessary, and the mere fact of Captain Taylor's having seriously put forward such figures, and having suggested, in doing so, an increase in the rate of dues, is, in the opinion of the Chamber, the best proof that could be offered of the justice of their present demand that the representations of the mercantile community be accorded an active voice in the executive part of the work.

Since the Cocanada Landing and Shipping Dues Act (III of 1883) was passed, a similar Act (III of 1885), extending the same provisions of law to the other out-ports of the presidency, has come into force, and, following the precedent established by the conditions under which the Cocanada Act was adopted, the operation of the later Act is governed by an express and emphatic reservation prohibiting its application to any individual port, until the mercantile community of that port shall have

voluntarily expressed a desire for it. Such a condition implies beyond question a distinct agreement as to the nature and cost of the improvements to be carried out from the dues realised, and, if that condition be followed out to its logical conclusion, an active part in the carrying out of these improvements cannot justly be withheld from the mercantile community, if they desire it.

The difficulty in the way of non-official members of the Groyne Committee being entrusted with the powers now asked for them appears to be some rule of Government by which funds, collected for a public purpose, can only be administered by a Government officer. The Chamber are not acquainted with the precise terms of that rule, but, if its provisions could be met by enlarging the Committee to embrace other Government officials, whose presence would be held to sufficiently safeguard the public interests, of which Government are the custodians, the Chamber of Commerce would welcome such an extension as a *modus vivendi* in the matter. If such an expedient should be held to warrant the Government in vesting in the Committee the control of funds, within limits previously sanctioned by Government, the Chamber would suggest that the Committee might be reformed as follows:—

<i>Ex-officio</i> Government members	..	..	{ The Collector of Godáviri—Chairman. The District Engineer, Godáviri. Port Officer, Cocanada—Executive Officer.
<i>Do.</i> non-official member	..	..	{ The Chairman of the Cocanada Chamber of Commerce—Vice-Chairman.
Ordinary members elected annually	..	..	{ Two members of Chamber of Commerce. Two representatives of Native mercantile community.

As stated, the Chamber of Commerce submit this proposition to Government in the hope that it may be accepted as a *modus vivendi* in this matter, and, in doing so, they have again and finally to urge upon the consideration of Government the peculiar position which the mercantile community of Cocanada occupy in relation to the Groyne Extension Scheme. That position is an exceptionally strong one. The mercantile community volunteered to defray the cost of improvements, which would ordinarily, if carried out, have been chargeable to Port funds; the scale of their current contributions has so far obviated, and will in all probability continue to obviate, any call being made upon Government for funds to carry on the work; the affairs, in which they now seek to have an adequate voice, do not, as in the case of the Madras Harbour Committee (with which a comparison has been sought to be made) concern a work, on the completion only of which dues would commence to be levied; on the contrary, the trade of the port is contributing largely to the cost of a work, from which no present advantage is derived, and from which, at the present rate of progress, no adequate benefit can be obtained for several years to come, and, lastly, the consultative position, to which it has been sought to relegate them, has been proved by past treatment to be a simple mockery—a position which the Chamber must positively and finally decline to permit their representatives any longer to occupy. A further consideration, which should have weight with Government is this; that the action of the mercantile community of Cocanada in volunteering to contribute special funds for measures of port improvement and the extension of the same principle to other out-ports, have imported into the general question of improvements at out-ports a factor of considerable future potential value to Government, but, if the trade of this port, after having initiated this, in some respects, unique movement, and after having committed itself to payment of dues amounting in the aggregate to a considerable annual sum, is now denied that voice in the administration of the scheme, to which it is justly entitled, no other port is likely to commit itself to the same position, and it will only remain for Cocanada to take such measures, as may be open to it, of protest and appeal against the treatment which has been accorded to it, and against the continuance of a work which, on other terms, would have been of great value to the trade of the port.

The Chamber of Commerce, however, still entertain the hope that the Government will, on a reconsideration of the question, be pleased to accord the position claimed, which is nothing more than that of a reasonable control for the mercantile community of Cocanada over the expenditure of funds contributed directly by the community, and always within limits previously sanctioned by Government, and, in

that hope, the Chamber earnestly commend what has now been written to the favorable consideration of the Government of Madras.

We have, &c.,

(Signed)	J. A. SIMSON—Chairman.	
(")	HALL, WILSON & Co.,	} Members of Committee.
(")	P. P. TUKSTERIL,	
(")	E. C. A. GUYOT,	
(")	DEANE & Co.,	
		Cocanada Chamber of Commerce.

ORDER—dated 6th April 1886, No. 162, Marine.

The Government observe that the Chamber are correct in supposing that it is undesirable to hand over to a non-official Committee funds raised under the sanction of the law from the public generally for the execution of public works, for the reason that there can be no stability in such a Committee. The gentlemen who compose it one year may be away the next, and their successors may hold totally different views and decline to be bound by the opinion of their predecessors.

2. At the same time, the Government quite recognize the claim put forward that the public, through their representatives on the Committee, should have a voice in the administration of the funds raised for the harbour improvements at Cocanada, so far as this can be arranged without detriment to the public interests; and His Excellency in Council is inclined to think that the proposal of the Chamber to enlarge the Committee in the manner indicated at the close of their letter would meet the requirements of the case.

3. Before disposing of the matter finally, however, the Government resolve to forward the letter from the Chamber for the consideration of the Collector and an expression of his opinion.

4. In consultation with the Chamber, the Superintending Engineer, the members of the existing Groyne Extension Committee and the principal native merchants, the Collector will report—

- (1) on the constitution of the proposed Committee;
- (2) their functions and the degree of control to be exercised by them—
 - (a) as regards expenditure,
 - (b) as regards design and execution;
- (3) the agency by which the work should be carried out.

5. The present position of the Port Officer is an anomalous one. He is a member of the Committee, and yet is paid out of the Harbour-dues fund for his executive functions in connection with the construction of the groyne. It should be considered whether it would not be expedient to have the work carried out by other agency. As the Executive Engineer has charge of the canals and locks around Cocanada, that of the Public Works Department suggests itself to Government in the Marine Department.

(True Extract.)

E. F. WEBSTER,
Chief Secretary.

To the Collector of Godáviri.
" Chamber of Commerce, Cocanada.
" Groyne Committee, do.
" Master Attendant, Madras.
" Public Works Department.

Ed. A. Raitt.

1139 Way 6.5 May 1886

Communicated to
the Supdg. Engineer I Birele
for early report in the
reference to paras
4 and 5.

2. In conferring with
the Collector on the
question of the agency
by which the work
should be carried out,
the Supdg. Engr. should
give special consideration
to the papers recorded
in G.O. No. 3594 W dated
17th December 1883.

(sd) J.L.S.

20.
S. & I Birele
Ch. Engr. for Engrs.

Gobt. of (1886) Madras.

MARINE.

Issued

Encl.

Recd.

G.O., 6th April 1886, No. 162.

1139 Way 6.5 May 1886

APRIL.

Cocanada Chamber of Commerce.

Passing orders on a letter from the — making
certain representations respecting the position, &c.,
of the Groynes Extension Committee.

6TH APRIL 1886, No. 162, MARINE.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—the following paper :—

From the Chairman and Members of Committee of the Cocanada Chamber of
Commerce, to the Chief Secretary to Government, dated Cocanada, 15th
February 1886.

We, the Chairman and Members of Committee of the Cocanada Chamber of
Commerce, have the honor to address you in reference to G.O., dated 21st December
1885, No. 557 (Marine).

That order deals with certain representations, as therein quoted, made to Govern-
ment in reference to the Groynes Extension Scheme showing that the letters of the
Chamber of Commerce have been accorded no greater consideration than to be passed
on for disposal to the officer against whose action they are mainly directed, whose
reply appears without further inquiry to be held by Government as finally adjusting
matters. Captain Taylor has throughout systematically represented what he is pleased
to term "the difficulties at Cocanada," as being in the nature of more or less unseemly
squabbles between the representatives of the mercantile community and his local
subordinate, and we are therefore forced to state plainly (what it was hoped would
have been sufficiently apparent from the general tenor of previous representations to
Government), that the treatment complained of has emanated not from any local
subordinate, but from Captain Taylor himself.

If, therefore, Captain Taylor is to continue to practically dispose of all representa-
tions to Government in matters of Marine, it seems needless for us to trouble the
Government of Madras in the matter any further, but in the hope that what we have
now been forced to state plainly may be considered to entitle our representation to
some other treatment, we venture, as representatives of the mercantile community of
Cocanada, to make a final appeal for a reconsideration of the question of the position
of the Cocanada Groynes Extension Committee.

For the double purpose of illustrating Captain Taylor's method of treatment of
these matters, and of correcting the wholly erroneous impression, his letters are
calculated to convey, as to the claims and the action of the Groynes Committee, we
must beg leave in the first place to notice a few of the statements made by Captain
Taylor in his letter embodied in the Government Order under reference, as
follows :—

"The Committee have for some time past contended for the entire control of the Local
Fund."

The Committee have not "for some time past contended for the entire control
of the Local Fund," but they have claimed nothing further than an
adequate voice in the administration of the fund under the orders of
Government sanctioning its application. They have not claimed "*generally to assist in port improvement*," but have closely confined their atten-
tion to the Groynes Extension Scheme alone. So unwilling have they

been to over-step the limits of the authority they have all along claimed, that they have abstained from interfering in matters of river conservancy, although that duty has been so frequently mentioned in the orders and correspondence in connexion with the Groynes Extension project, that they might be held to have a right to some control over it.

"Consisting of dues on goods raised to defray the interest of the money sanctioned by Government."

The dues on goods were not raised "to defray the interest of the money sanctioned by Government," but to defray the entire cost of work *plus* interest, and the collections subscribed by the merchants of Cocanada have so far been so great that, not only have no funds been advanced by Government, but a balance still remains in hand unexpended, so that at most the Board would be claiming direction of their own money.

"The Committee claim to exercise an entire control over the actions and duties of the Port officer."

The Board does not "claim to exercise an entire control over the actions and duties of the Port officer," but only to have a voice in the direction of his duties as executive officer of the Board, in so far as they concern the construction of the work, which they are appointed to see efficiently carried out.

"The Port officer in return for his valuable services as a surveyor, and his energetic devotion to the work of construction of the groynes, draws the small amount of Rs. (100) one hundred a month in addition to his pay, while even this small payment was disputed for a season by the Committee, but subsequently granted by the Supreme Government."

The Board fully recognise that the services of the present executive officer are valuable, and that his devotion to the work is energetic, and, far from having disputed the payment to him of Rs. 100 per month, this payment was suggested by them (*vide* their Proceedings, 6th June 1883, section 5), the suggestion receiving the support of the Chamber of Commerce by their letter to the Port officer, dated 14th June 1883. Notwithstanding that Captain Taylor suggested an allowance in his letter, 13th October 1882, No. 8761, the payment was at first persistently opposed by him on the ground that he was of opinion that the supervision formed an integral part of the duties of the Port officer, and the Board has good grounds to believe that this contention was so far adhered to by Captain Taylor that the then Port officer was given the alternative of undertaking the work without allowance or being transferred to another port. He accepted the latter alternative, and it was only since Captain Taylor's own nominee, the present incumbent, was appointed to Cocanada, that Captain Taylor became an advocate for the allowance. Even then the Committee were informed that no regular monthly allowance could be sanctioned, and that the remuneration must take the form of an honorarium proportionate to the work actually performed, and the only action ever taken by the Committee, capable of being construed into opposition to the allowance, was a contention that the Government grant should be strictly adhered to.

"I do not consider that the remark as to Mr. Baker's demeanour should have found expression here, as he informs me his time is rendered miserable by the slights and discouragements offered to him, and on this last occasion he was stigmatized by one member as nothing but "a paid servant of the Board."

The Board can only deny the statement that slights were ever offered to Mr. Baker, and that he was ever stigmatized by any member as "nothing but a paid servant of the Board." Any sense of discouragement, which Mr. Baker may ever have felt, must have arisen from a misunderstanding as to the relative positions of the Executive officer and the Board, and a reference to the number of his proposals readily sanctioned will give sufficient evidence of the encouragement he received, and of the sense on the part of the Board as to the value of his services.

"I have always been assured that the receipts have exceeded the disbursements, and hence the argument of the Board that it was their own money that was being spent, and therefore protested their right to administer it. I found, as I expected, that, while no blame can be said to attach itself to any one in particular, all parties on the spot have contented themselves with balancing the receipts and disbursements, without taking into consideration the advance of the work."

This is strangely at variance with Captain Taylor's satisfaction at the progress of the work as expressed in paragraph 2 of his report to the Chief Secretary to Government, No. 2577, dated 23rd March 1885, after the work had been in course of construction for some two years.

The latter statement is absolutely unfounded, and, as Captain Taylor is in possession of copies of the Board's Proceedings (or otherwise he is not in a position to express an opinion upon the subject) this unwarrantable and undeserved aspersion, which Captain Taylor has seen fit to cast upon the Members of the Board, cannot have the justification of ignorance on his part.

These Proceedings, especially those of 8th October 1884, 19th November 1884, 15th April 1885, and 17th January 1885, bear ample testimony to the serious and continuous anxiety of the Members of the Board lest the expenditure should out-pace the progress of the work, and Captain Taylor might be challenged to point out any single instance in which a comparison between receipts of dues and expenditure on work is made, or even referred to. We are unable to endorse Captain Taylor's statement that so reckless an expenditure of public funds as he describes could be made without serious blame attaching to all concerned, and, not only would the executive officer in such case be blameworthy, but the Members of the Board would consider themselves also deserving censure. As a matter of fact no such laxity as he describes has ever occurred, and, in justice to the Board, the Chamber consider that Government should call upon Captain Taylor to substantiate or withdraw his statement.

"Only one-seventh of the work is carried out, while one-third of the estimate is expended; in other words, the estimate of Rs. (72,900) seventy-two thousand and nine hundred, sanctioned in G.O. (Marine), No. 110, dated 13th March 1884, must now be increased to one lakh seventy thousand, without taking into account the extra expense for heavy stone to complete the defence of the sea-face of the North Groyne which will prove a considerable item; the whole will absorb the money sanctioned from Port funds in addition to the collections now made, if, indeed, it will not result in an increased tax being levied on the trade. Under these circumstances, I set myself seriously to consider how some economy might be practised, and it at last occurred to me that the aprons of concrete made under water in canvas, proposed by Sir John Hawkshaw for protection to the rubble of the harbour works, would at once offer a cheap and easy solution of the difficulty."

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assurance of the executive officer, and their own observation, that, that belt once passed, hard bottom would be found, they were warranted in believing that any excess of expenditure would not be serious or likely to be continuous. Nevertheless they were resolved that, should further progress prove otherwise, the work should, on reaching a certain point, be stopped, and a report thereon be sent to Government and to the Chamber of Commerce.

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A still stronger argument, however, in support of our present contention, is furnished by the peculiar position which the mercantile community occupy in relation to the scheme, and the Chamber of Commerce have confidence in asserting that a fair consideration of the whole circumstances must show that the position now claimed for the non-official members of the Committee cannot with justice be withheld. These circumstances may be briefly stated as follows:—

The mercantile community of Cocanada, as represented by the Chamber of Commerce, had been for years urging upon Government the need for improving the entrance of the river by an extension of the groynes or otherwise, and, failing by other means to obtain the concession asked for, they at length came forward with a spontaneous offer to bear the cost of the groynes extension, provided Government would advance, at interest, the funds required for the immediate construction of the work. It was proposed on behalf of the mercantile community that a small due at the rate of one pie per hundredweight (which was calculated to yield, at the lowest computation, Rs. 6,000 annually,) should be imposed on all exports and imports, until Government should have been fully reimbursed, and this was offered to Government in security for interest on advances and to provide a sinking fund to liquidate these advances. That offer was accepted by Government, and an estimate, amounting to Rs. 53,608, for the cost of the extension, having been submitted and sanctioned, orders were passed placing that amount at the disposal of the Port Officer. Subsequently, a brief Act (III of 1883) was passed legalising the collection, as from 1st February 1884, of the special dues proposed by the Chamber of Commerce, and the collections since made under that Act show that the impost has yielded, and should continue to yield, an annual income of, in round figures, from Rs. 15,000 to Rs. 20,000. As a consequence, the receipts have from the first exceeded the expenditure on the construction of the extension, and, so far, therefore, from Government having been called upon to advance funds, there has been from the first, and is now, in their hands a considerable surplus of money contributed by the mercantile community towards the work.

In the meantime, measures were instituted to carry out the work, and it was found at the outset that the original estimate of Rs. 53,608 (prepared before the formation of the Committee,) was impracticable, and would require to be increased to Rs. 72,900. That increase was sanctioned by Government, and was cheerfully agreed to by the mercantile community. Subsequent progress has shown that, from unforeseen difficulties arising from excessive sinkage, and the possible need for facing the northern groyne with massive concrete blocks, even that revised estimate may be very largely exceeded, and Captain Taylor has reported to Government that the estimate "must now be increased to one lakh seventy thousand, without taking into account the extra expense for heavy stone to complete the defence of the sea-face of the north groyne, which will prove a considerable item," or, in other words, to a total of about two lakhs of rupees! As shown above, the Chamber consider that Captain Taylor's estimate is erroneous, but the conditions on which the work is being carried out require in fairness that the mercantile community, who are paying for it, should be asked whether they consent to such increase as may be necessary, and the mere fact of Captain Taylor's having seriously put forward such figures, and having suggested, in doing so, an increase in the rate of dues, is, in the opinion of the Chamber, the best proof that could be offered of the justice of their present demand that the representations of the mercantile community be accorded an active voice in the executive part of the work.

Since the Cocanada Landing and Shipping Dues Act (III of 1883) was passed, a similar Act (III of 1885), extending the same provisions of law to the other out-ports of the presidency, has come into force, and, following the precedent established by the conditions under which the Cocanada Act was adopted, the operation of the later Act is governed by an express and emphatic reservation prohibiting its application to any individual port, until the mercantile community of that port shall have

voluntarily expressed a desire for it. Such a condition implies beyond question a distinct agreement as to the nature and cost of the improvements to be carried out from the dues realised, and, if that condition be followed out to its logical conclusion, an active part in the carrying out of these improvements cannot justly be withheld from the mercantile community, if they desire it.

The difficulty in the way of non-official members of the Groynes Committee being entrusted with the powers now asked for them appears to be some rule of Government by which funds, collected for a public purpose, can only be administered by a Government officer. The Chamber are not acquainted with the precise terms of that rule, but, if its provisions could be met by enlarging the Committee to embrace other Government officials, whose presence would be held to sufficiently safeguard the public interests, of which Government are the custodians, the Chamber of Commerce would welcome such an extension as a *modus vivendi* in the matter. If such an expedient should be held to warrant the Government in vesting in the Committee the control of funds, within limits previously sanctioned by Government, the Chamber would suggest that the Committee might be reformed as follows:—

<i>Ex-officio</i> Government members	{ The Collector of Godáviri—Chairman. The District Engineer, Godáviri. Port Officer, Cocanada—Executive Officer.
<i>Do.</i> non-official member	{ The Chairman of the Cocanada Chamber of Commerce—Vice-Chairman.
Ordinary members elected annually ..	{ Two members of Chamber of Commerce. Two representatives of Native mercantile community.

As stated, the Chamber of Commerce submit this proposition to Government in the hope that it may be accepted as a *modus vivendi* in this matter, and, in doing so, they have again and finally to urge upon the consideration of Government the peculiar position which the mercantile community of Cocanada occupy in relation to the Groynes Extension Scheme. That position is an exceptionally strong one. The mercantile community volunteered to defray the cost of improvements, which would ordinarily, if carried out, have been chargeable to Port funds; the scale of their current contributions has so far obviated, and will in all probability continue to obviate, any call being made upon Government for funds to carry on the work; the affairs, in which they now seek to have an adequate voice, do not, as in the case of the Madras Harbour Committee (with which a comparison has been sought to be made) concern a work, on the completion only of which dues would commence to be levied; on the contrary, the trade of the port is contributing largely to the cost of a work, from which no present advantage is derived, and from which, at the present rate of progress, no adequate benefit can be obtained for several years to come, and, lastly, the consultative position, to which it has been sought to relegate them, has been proved by past treatment to be a simple mockery—a position which the Chamber must positively and finally decline to permit their representatives any longer to occupy. A further consideration, which should have weight with Government is this; that the action of the mercantile community of Cocanada in volunteering to contribute special funds for measures of port improvement and the extension of the same principle to other out-ports, have imported into the general question of improvements at out-ports a factor of considerable future potential value to Government, but, if the trade of this port, after having initiated this, in some respects, unique movement, and after having committed itself to payment of dues amounting in the aggregate to a considerable annual sum, is now denied that voice in the administration of the scheme, to which it is justly entitled, no other port is likely to commit itself to the same position, and it will only remain for Cocanada to take such measures, as may be open to it, of protest and appeal against the treatment which has been accorded to it, and against the continuance of a work which, on other terms, would have been of great value to the trade of the port.

The Chamber of Commerce, however, still entertain the hope that the Government will, on a reconsideration of the question, be pleased to accord the position claimed, which is nothing more than that of a reasonable control for the mercantile community of Cocanada over the expenditure of funds contributed directly by the community, and always within limits previously sanctioned by Government, and, in

that hope, the Chamber earnestly commend what has now been written to the favorable consideration of the Government of Madras.

We have, &c.,

(Signed)	J. A. SIMSON—Chairman.	
(„)	HALL, WILSON & Co.,	} Members of Committee.
(„)	p.p. TUKSTERIL,	
(„)	E. C. A. GUYOT,	
(„)	DEANE & Co.,	
	Cocanada Chamber of Commerce.	

ORDER—dated 6th April 1886, No. 162, Marine.

The Government observe that the Chamber are correct in supposing that it is undesirable to hand over to a non-official Committee funds raised under the sanction of the law from the public generally for the execution of public works, for the reason that there can be no stability in such a Committee. The gentlemen who compose it one year may be away the next, and their successors may hold totally different views and decline to be bound by the opinion of their predecessors.

2. At the same time, the Government quite recognize the claim put forward that the public, through their representatives on the Committee, should have a voice in the administration of the funds raised for the harbour improvements at Cocanada, so far as this can be arranged without detriment to the public interests; and His Excellency in Council is inclined to think that the proposal of the Chamber to enlarge the Committee in the manner indicated at the close of their letter would meet the requirements of the case.

3. Before disposing of the matter finally, however, the Government resolve to forward the letter from the Chamber for the consideration of the Collector and an expression of his opinion.

4. In consultation with the Chamber, the Superintending Engineer, the members of the existing Groynes Extension Committee and the principal native merchants, the Collector will report—

- (1) on the constitution of the proposed Committee;
- (2) their functions and the degree of control to be exercised by them—
 - (a) as regards expenditure,
 - (b) as regards design and execution;
- (3) the agency by which the work should be carried out.

5. The present position of the Port Officer is an anomalous one. He is a member of the Committee, and yet is paid out of the Harbour-dues fund for his executive functions in connection with the construction of the groynes. It should be considered whether it would not be expedient to have the work carried out by other agency. As the Executive Engineer has charge of the canals and locks around Cocanada, that of the Public Works Department suggests itself to Government in the Marine Department.

(True Extract.)

E. F. WEBSTER,
Chief Secretary.

To the Collector of Godáviri.
„ Chamber of Commerce, Cocanada.
„ Groynes Committee, do.
„ Master Attendant, Madras.
„ Public Works Department.

Exd. A. Raitt.

Communicated to
the Suptg. Engr. I bircle
for early report with
reference to paras
4 and 5.

2. In conferring with
the collector on the
question of the agency
by which the work
should be carried out,
the Suptg. Engr. should
give special Consider-
ation to the papers
recorded in G.O. No.
3594 W dated 17th
December 1883.

(d) J.S.S.

Lo.

S.E. I bircle

Ch. Engr. for Engr.

Govt. of (1886) Madras.

MARINE.

Issued

Encl.

Recd.

G.O., 6th April 1886, No. 162.

N^o. 1139 W of 6th May 1886

APRIL.

Cocanada Chamber of Commerce.

Passing orders on a letter from the — making
certain representations respecting the position, &c.,
of the Groynes Extension Committee.