(1) Number of pages 38

(2) Date of repair 22/11/87

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TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

R.W. DEPARTMENT

G.O. No. 3099(W) Press.
~~B.P. No.~~ ~~Mis.~~

Dated 23-11-1886 ~~198~~.

CAUTION

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Archives —1 10,006-9 88

3099/1

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

READ—the following despatch from the Right Honorable the Secretary of State for India, to His Excellency the Right Honorable the Governor in Council, Fort St. George, dated India Office, London, 14th October 1886, No. 5, Public Works:—

I forward, herewith, for your Excellency's information, copy of a report * by Mr. Parkes on the progress made in the restoration of the Madras Harbour during the second quarter of 1886, and I take this opportunity of inquiring what is the position of the officers connected with the Harbour Works who have been or will be transferred from the service of Government to that of the Trust Board under the provisions of the Madras Harbour Trust Act of 1886.

* Dated 7th August 1886.

2. Engagements were made by the Secretary of State in Council with the Chief Engineer, Mr. Thorowgood and others, and if these officers and servants have, under clauses 21 and 22 of the Act, been continued in the positions which they held when the Act was passed, they should be made to understand that, subject to the terms of the formal engagements entered into between themselves and Government, the Port Trust-Board will, in future, deal directly with them as forming a part of the staff of that Board.

3. Mr. Parkes is in a somewhat different position, as his duties are performed in this country; but I should be glad to receive your views as to the mode in which his services should, in future, be made use of, and as to whether he should be retained in his appointment under existing procedure, or should receive instructions direct from the Port Trust Board.

ENCLOSURE.

REPORT by W. PARKES, Esq., on the progress made in the restoration of the Madras Harbour, for the quarter ending 30th June 1886; dated 23, Abingdon Street, 7th August 1886.

I have the honor to append hereto a plan showing the state of the harbour works on the 30th June, and the progress made in the preceding quarter.

2. For eight weeks during the months of May and June, Mr. Thorowgood, the Superintendent, was absent from Madras, having for some time previously suffered rather severely in health from an unusual amount of exertion and exposure in the exercise of his duties. The works were left in charge of Mr. A. Lee Pogson, the Assistant Superintendent, who, however, was in frequent communication with Mr. Thorowgood at Coonoor, by letter and telegram. Mr. Thorowgood resumed charge on the 1st July. He reports his health as completely reestablished, and also that he was entirely satisfied with Mr. Pogson's conduct of the work during his absence.

3. The quarter ending 30th June has always been an unfavorable one for progress. The sea is almost constantly in a disturbed state during the months of May and June, and this year for the first time the precautionary measure of bringing the cranes in shore was adopted. The two Titans and the wave-breaker crane were hauled in in the last days of April, and the Titans were hauled out in the last days of May, and did as much work in the month of June at both piers as the state of the sea permitted. The wave-breaker crane had not been moved out on the 30th of June.

4. In my last quarterly report, dated 8th May, I was unable to give the exact quantities of rubble base deposited in the preceding quarter ending 31st March. I can now supply the omission—

	TONS.
At the north pier there were deposited on the foreshore to receive the wave-breaker	10,234
Deposited as foundation for the new line of pier, stone from quarries.	14,072
183 fallen blocks blown up	4,941
Making a total of ...	29,247

	TONS.
At the south pier there were deposited on the foreshore to receive the wave-breaker	4,248
Deposited as foundation for the new line of pier, stone from quarries	17,299
66 fallen blocks blown up	1,782
Making a total of ...	23,329

5. In the last quarter ending 30th June, the quantities were—

At the north pier—	TONS.
On the foreshore large lumps or boulders to form the core of the wave-breaker	158
Foundation for new line of pier	394
Making a total of ...	522

At the south pier—	TONS.
Foreshore to receive the wave-breaker	9,467
Boulders for core of do.	132
Foundations for new line of pier, stone from quarries	35,514
97½ fallen blocks blown up	2,633
Making a total of ...	47,746

6. The above represents a fair amount of work for the quarter, especially when it is considered that during rough weather, which was frequent, the carriage of stone had to be suspended. The above quantity is in addition to upwards of 8,000 tons used in making concrete blocks. Thus the railway arrangements for the transport of stone appear now to be in a fairly satisfactory state.

7. It will be seen from the plan that at both piers the rubble base is now well advanced. About five-eighths of the whole quantity required has now been deposited.

8. The work of building has been more delayed by the rough seas than the deposit of stone. The operation is now going on at a spot where any movement in the water renders diving work peculiarly difficult from the rush of the waves against the old walls and into and out of the space between the old and the new work. It is unfortunate that this difficult spot is the scene of operations during the bad season. In a short period of calm weather, such as we may now expect, this special difficulty will be left behind, and it will not re-appear as the work advances, at least to anything like the same extent, though I anticipate that the neighbourhood of the overthrown blocks will continue to cause some inconvenience throughout the work. The length built in the quarter is 84 feet, and of these 64 were completed in the more favorable month of April.

9. The progress made in the wave-breaker is shown on the plan. It has been formed by the deposit of 192 blocks by the wave-breaker crane in the month of April, after which the crane was run in shore, and it had not been taken out again by the end of June. No reason has been given me for this delay, but I think it likely Mr. Thorowgood is keeping a reserve of well-matured blocks for forming the wave-breaker outside the new work, where it will be more urgently required.

10. At the south pier no building work had been commenced by the 30th June. The Titan had been employed in extending the wave-breaker, and 201 blocks had been deposited at the position shown in red. It was, however, shortly to be turned round to commence the new building, for which a portion of the rubble foundation has been levelled by divers.

3099/2

11. The portion of the old wall which was thrown down in the cyclone of the 23rd May is shown upon the plan. It will be seen that it formed no part of the work as now intended to be completed. It would have been taken down as the Titan advanced to it on the new line of pier and the blocks used for the wave-braker. These blocks now lie on the rubble base on which the new wall is to be built, and they will have to be lifted from there by the Titan, but Mr. Thorowgood anticipates no difficulty in doing this, and they will be transferred to the wave-breaker.

12. Mr. Pogson, senior, the Government Astronomer, has kindly sent me the meteorological records of this storm. So far as atmospheric disturbance is concerned it was not a severe one, but it is certain that, like the destructive storm of November 1881, the sea disturbance must have been greater than that due to the local wind, having been probably propagated from some more severe atmospheric disturbance at a distance, which did not reach Madras.

13. The changes of wind followed the regular course caused by a cyclone passing south of Madras, being strongest from N.E. by E. between 4 P.M. and 5 P.M., with a velocity of 24 miles per hour. The greatest force of sea, when the greater part of the wall was overthrown, appears to have been some hours *later* during the night. In November 1881, the changes of wind followed nearly the same course, being strongest from E.N.E. between 1 A.M. and 2 A.M., with a velocity of 33 miles, but the heaviest sea was some 12 hours *previous* to this. This shows that there must have been some material difference in the sequence of the phenomena in the two cases. In the more severe atmospheric disturbances experienced in recent years at Madras, the velocity of the wind has been 53 miles in 1872, 49 miles in 1874, and 49 miles in 1884, but this last was from south-west, an off shore wind.

14. It appears, then, that as an atmospheric storm this was a trifling affair, but the fact that a wall was overthrown which had stood in exactly the same state since 1881, is a proof that it was the heaviest sea which had occurred for 4½ years. The storm of November 1881 had left this wall, which formed one-half of the original breakwater, standing, but it had overthrown the sea-wall which formed the other half by undermining its foundation, and then probably its force abated, leaving the harbour wall in its unprotected state to be dealt with by the next heavy sea.

15. It must, however, have been a sea of very considerable force to produce such a result, and that such a sea should be accompanied by so moderate a wind is an additional proof that the relative force of wind is not any measure of the relative force of sea. The two may be contemporaneous results of a common, but more or less remote, original disturbance, but they are acted on by different laws of propagation from their common centre, and have no immediate connection with each other at a distance from that centre.

16. I would now beg to call attention to the effect of the storm on the coast line. It will be seen that, both to the south of the harbour and within the harbour, the sea has encroached on the land. The same has occurred along the line of coast north of the harbour where periodical surveys are made. It may, therefore, be inferred that the storm has had a general erosive effect all along the shore. It may be anticipated that this will be made up by the ordinary action of the surf in fine and moderate weather, and it will be interesting to watch the progress.

17. It appears from the record which we have now for ten years of the annual advance of the coast line south of the harbour, and which is shown on the plan accompanying my last quarterly report, that the annual advance has not been affected to any important extent by such exceptional seas as have occurred in that period. The annual advance has been fairly regular. But this is the first occasion on which we have a good record of the immediate effect of a heavy sea in producing erosion. It is of interest as showing what margin must be allowed for such temporary disturbances in utilising the area of land reclaimed to the south of the harbour, and it is satisfactory to find that such an erosion as the present would not have passed the limit which I had allowed in the proposal I made in 1884 for the construction of a boat harbour.

18. I must again ask to be allowed to defer any statement of the cost of the works until the account of expenditure is made out in a form comparable with the estimate.

Order—dated 23rd November 1886, No. 3099 W., Public Works.

Communicated to the Chairman, Madras Harbour Trust Board.

2. The Secretary of State will be informed that it has already been declared* that the control of the staff of the Madras Harbour Works vests in the Trust Board under Chapter III of Madras Act No. II of 1886. Paragraph 2 of the Secretary of State's despatch should now be communicated by the Board to those concerned.

* G.O., No. 378, dated 12th July 1886, Marine.

3. The views of the Harbour Trust Board on the subject of paragraph 3 of the despatch are invited.

(True Extract.)

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

To the Chairman, Madras Harbour Trust Board.
" Marine Department.

Exd. E. Fernandez.
Spare Copies

3099/3

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of {1886} Madras.

PUBLIC WORKS.

Dated November, 23rd.

Read. *Encl.*

G.O., 23rd Nov. 1886, No. 3099 W.

NOVEMBER.

Madras Harbour

Despatch from the Secretary of State forwarding copy of a report by Mr. Parkes on the progress in the restoration of the —, during the second quarter of 1886, with remarks as to the present position of Mr. Parkes and other members of the staff of the Works, communicated to the Chairman, Harbour Trust Board, with remarks.

3099
4

12TH AUGUST 1886, No. 2012 W., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

General.
Establishment.

READ—again the following paper :—

G.O., dated 5th July 1886, No. 361, Marine.

READ—also the following papers :—

From Major G. F. L. MARSHALL, R.E., 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, 26th July 1886, No. 308 M.

In continuation of Public Works Department letter, No. 52 M., dated 11th February 1886, I am directed to forward the accompanying copy of a despatch from the Secretary of State, No. 18 P.W., dated 24th June 1886, relative to the proposed grant of an increase to the salary of Mr. Thorowgood, the Superintendent of the Madras Harbour Works, and to state that the question is one for consideration by the Harbour Trust.

ENCLOSURE.

Despatch from the Right Honorable the Secretary of State for India, to the Government of India, Public Works Department, dated 24th June 1886, No. 18 P.W.

Mr. Parkes, the Engineer in charge of the Madras Harbour Works, has recently addressed a strong recommendation to this office in favor of an immediate increase of Rs. 250 per mensem to the salary of Mr. Thorowgood, the Superintendent of the Works, thus raising it in future to Rs. 1,500 per mensem.

2. The question of an increase to Mr. Thorowgood's salary has been already under the consideration of your Excellency's Government and the Government of Madras, but a decision in the matter has been, I understand, deferred till a Port Trust in connection with the Harbour has been created. Whether the delay which has occurred in the creation of this body affords any reason for an immediate compliance with Mr. Thorowgood's claim is for your Excellency's Government to determine, and I have accordingly caused Mr. Parkes to be informed that the matter has been referred to India for disposal.

Office note from the Examiner of Public Works Accounts, dated Madras, 29th July 1886, No. 316.

With reference to G.O., Marine Department, No. 361, dated 5th July 1886, sanctioning an increase of Rs. 250 per mensem to the pay of Mr. F. N. Thorowgood, I beg to invite attention to paragraph 529 of the Public Works Code and section 15 of the Pay and Acting Allowance Code. Pending receipt of further orders, the increased rate of pay cannot be passed by this office.

Telegram from the Secretary to the Government of Madras, Public Works Department, to the Secretary to the Government of India, Public Works Department, Simla, dated 5th August 1886, No. 494 D.

Your 308 M., 26th July.

Harbour Trust approved increase Rs. 250 Thorowgood's pay. Sanctioned by this Government under Act.

Examiner asks sanction Secretary State under section 15, Pay Acting Allowance Code. Does this apply to case.

Telegram from the Secretary to the Government of India, Public Works Department, Simla, to the Secretary to the Government of Madras, Public Works Department, Ootacamund, dated 9th August 1886.

Your telegram, 5th. Secretary of State sanction to increase to Thorowgood's pay not necessary.

ORDER—dated 12th August 1886, No. 2012 W., Public Works.

The telegram from the Government of India above recorded will be communicated to the Examiner, Public Works Accounts, who will now admit the increased rate of salary allowed to Mr. Thorowgood.

(True Extract.)

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

To the Examiner, Public Works Accounts.
" Chairman, Madras Harbour Trust Board.
" Marine Department.

Exd. E. Fernandez.
Spare Copies

30/5

GENERAL.
ESTABLISHMENT.

Govt. of {1886} Madras.

PUBLIC WORKS.

Dated August, 12*th*.

Read. *Encl.*

G.O., 12th Aug. 1886, No. 2012 W.

AUGUST.

Mr. F. N. Thorowgood

Orders for the Examiner, Public Works Accounts, to admit the increase to the salary of —, Superintendent, Madras Harbour Works, without reference to the Secretary of State.

India Office,
London, 14th October 1886.

Public Works,
No. 5.

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

SIR,

Madras Harbour Works. Progress Report for second quarter of 1886. *Position of Mr. Parkes and other members of the Staff.*

* Dated 7th August 1886.

Para. 1. I forward herewith, for your Excellency's information, copy of a report* by Mr. Parkes on the progress made in the restoration of the Madras Harbour during the second quarter of 1886, and I take this opportunity of inquiring what is the position of the officers connected with the harbour works who have been or will be transferred from the service of Government to that of the Trust Board under the provisions of the Madras Harbour Trust Act of 1886.

2. Engagements were made by the Secretary of State in Council with the Chief Engineer, Mr. Thorowgood, and others, and if these officers and servants have, under Clauses 21 and 22 of the Act, been continued in the positions which they held when the Act was passed, they should be made to understand that, subject to the terms of the formal engagements entered into between themselves and Government, the Port Trust Board will, in future, deal directly with them as forming a part of the staff of that Board.

3. Mr. Parkes is in a somewhat different position, as his duties are performed in this country; but I should be glad to receive your views as to the mode in which his services should, in future, be made use of, and as to whether he should be retained in his appointment under existing procedure, or should receive instructions direct from the Port Trust Board.

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

1701

3699/7 8/82

ENCLOSURE.

Madras Harbour.

Report of Progress for the Quarter ending 30th June 1886.

23, Abingdon Street,
7th August 1886.

Sir,

I have the honour to append hereto a plan showing the state of the harbour works on the 30th June, and the progress made in the preceding quarter.

2. For eight weeks during the months of May and June, Mr. Thorowgood, the Superintendent, was absent from Madras, having for some time previously suffered rather severely in health from an unusual amount of exertion and exposure in the exercise of his duties. The works were left in charge of Mr. A. Lee Pogson, the Assistant Superintendent, who, however, was in frequent communication with Mr. Thorowgood at Coonoor, by letter and telegram. Mr. Thorowgood resumed charge on the 1st July. He reports his health as completely re-established, and also that he was entirely satisfied with Mr. Pogson's conduct of the work during his absence.

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Making a total of - - - -	29,247

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11. The portion of the old wall which was thrown down in the cyclone of the 23rd May is shown upon the plan. It will be seen that it formed no part of the work as now intended to be completed. It would have been taken down as the titan advanced to it on the new line of pier and the blocks used for the wavebreaker. These blocks now lie on the rubble base on which the new wall is to be built, and they will have to be lifted from these by the titan but Mr. Thorowgood anticipates no difficulty in doing this, and they will be transferred to the wavebreaker.

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18. I must again ask to be allowed to defer any statement of the cost of the works until the account of expenditure is made out in a form comparable with the estimate.

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

3099/9

P.W.Corr. 8717

No. 4.

Nos 3128 Wal 19.12.84.
" 66 Wal 9.1.85
" 777 Wal 30.3.85
" 1076 Wal 8.5.85
" 2249 Wal 8.9.86.
" 3545 Wal 29.9.86.
" 257 Wal 15.6.86
" 1759 Wal 15.7.86
" 1966 Wal 7.8.86
" 995 Wal 16.4.86
" 1874 Wal 24.7.86
" 2012 Wal 12.8.86
Madras Act II of 1886.
2211-21-8-76.

Public Works
14th October 1886

The
Letter to Fort St. George
No 5. enclosure

Read 9.11.86

Circ. 12.11.86 R 15.11.86

Recd 5 Nov/86

1701

3099/10

India Office,
London, 14th October 1886.

Public Works,
No. 5.

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I have the honour to be,
Sir,
Your most obedient humble Servant,
(Signed) CROSS.

* Dated 7th August 1886.

3009
12

ENCLOSURE.

Madras Harbour.

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At the north pier,—	Tons.
On the foreshore large lumps or boulders to form the core of the wavebreaker - - -	158
Foundation for new line of pier - - -	394
Making a total of - - -	522

At the south pier,—

	Tons.
Foreshore to receive the wavebreaker	9,467
Boulders for core of ditto	132
Foundations for new line of pier, stone from quarries	35,514
97½ fallen blocks blown up	2,633
Making a total of	47,746

6. The above represents a fair amount of work for the quarter, especially when it is considered that during rough weather, which was frequent, the carriage of stone had to be suspended. The above quantity is in addition to upwards of 8,000 tons used in making concrete blocks. Thus the railway arrangements for the transport of stone appear now to be in a fairly satisfactory state.

7. It will be seen from the plan that at both piers the rubble base is now well advanced. About five eighths of the whole quantity required has now been deposited.

8. The work of building has been more delayed by the rough seas than the deposit of stone. The operation is now going on at a spot where any movement in the water renders diving work peculiarly difficult from the rush of the waves against the old walls and into and out of the space between the old and the new work. It is unfortunate that this difficult spot is the scene of operations during the bad season. In a short period of calm weather, such as we may now expect, this special difficulty will be left behind, and it will not re-appear as the work advances, at least to anything like the same extent, though I anticipate that the neighbourhood of the overthrown blocks will continue to cause some inconvenience throughtout the work. The length built in the quarter is 84 feet, and of these 64 were completed in the more favourable month of April.

9. The progress made in the wavebreaker is shown on the plan. It has been formed by the deposit of 192 blocks by the wavebreaker crane in the month of April, after which the crane was run in shore, and it had not been taken out again by the end of June. No reason has been given me for this delay, but I think it likely Mr. Thorowgood is keeping a reserve of well matured blocks for forming the wavebreaker outside the new work, where it will be more urgently required.

10. At the south pier no building work had been commenced by the 30th June. The titan had been employed in extending the wave-breaker, and 201 blocks had been deposited at the position shown in red. It was, however, shortly to be turned round to commence the new building, for which a portion of the rubble foundation has been levelled by divers.

11. The portion of the old wall which was thrown down in the cyclone of the 23rd May is shown upon the plan. It will be seen that it formed no part of the work as now intended to be completed. It would have been taken down as the titan advanced to it on the new line of pier and the blocks used for the wavebreaker. These blocks now lie on the rubble base on which the new wall is to be built, and they will have to be lifted from there by the titan, but Mr. Thorowgood anticipates no difficulty in doing this, and they will be transferred to the wavebreaker.

12. Mr. Pogson, senior, the Government Astronomer, has kindly sent me the meteorological records of this storm. So far as atmospheric

3099/12

disturbance is concerned it was not a severe one, but it is certain that, like the destructive storm of November 1881, the sea disturbance must have been greater than that due to the local wind, having been probably propagated from some more severe atmospheric disturbance at a distance, which did not reach Madras.

13. The changes of wind followed the regular course caused by a cyclone passing south of Madras, being strongest from N.E. by E. between 4 p.m. and 5 p.m., with a velocity of 24 miles per hour. The greatest force of sea, when the greater part of the wall was overthrown, appears to have been some hours *later* during the night. In November 1881, the changes of wind followed nearly the same course, being strongest from E.N.E. between 1 a.m. and 2 a.m., with a velocity of 33 miles, but the heaviest sea was some 12 hours *previous* to this. This shows that there must have been some material difference in the sequence of the phenomena in the two cases. In the more severe atmospheric disturbances experienced in recent years at Madras the velocity of the wind has been 53 miles in 1872, 49 miles in 1874, and 49 miles in 1884, but this last was from south-west, an off shore wind.

14. It appears, then, that as an atmospheric storm this was a trifling affair, but the fact that a wall was overthrown which had stood in exactly the same state since 1881, is a proof that it was the heaviest sea which had occurred for 4½ years. The storm of November 1881 had left this wall, which formed one half of the original breakwater, standing, but it had overthrown the sea wall which formed the other half by undermining its foundation, and then probably its force abated, leaving the harbour wall in its unprotected state to be dealt with by the next heavy sea.

15. It must, however, have been a sea of very considerable force to produce such a result, and that such a sea should be accompanied by so moderate a wind is an additional proof that the relative force of wind is not any measure of the relative force of sea. The two may be contemporaneous results of a common, but more or less remote, original disturbance, but they are acted on by different laws of propagation from their common centre, and have no immediate connection with each other at a distance from that centre.

16. I would now beg to call attention to the effect of the storm on the coast line. It will be seen that, both to the south of the harbour and within the harbour, the sea has encroached on the land. The same has occurred along the line of coast north of the harbour where periodical surveys are made. It may, therefore, be inferred that the storm has had a general erosive effect all along the shore. It may be anticipated that this will be made up by the ordinary action of the surf in fine and moderate weather, and it will be interesting to watch the progress.

17. It appears from the record which we have now for ten years of the annual advance of the coast line south of the harbour, and which is shown on the plan accompanying my last quarterly report, that the annual advance has not been affected to any important extent by such exceptional seas as have occurred in that period. The annual advance has been fairly regular. But this is the first occasion on which we have a good record of the immediate effect of a heavy sea in producing erosion. It is of interest as showing what margin must be allowed for such temporary disturbances in utilizing the area of land reclaimed to the south of the harbour, and it is satisfactory to find that such an erosion as the present would not have passed the limit which I had allowed in the proposal I made in 1884 for the construction of a boat harbour.

18. I must again ask to be allowed to defer any statement of the cost of the works until the account of expenditure is made out in a form comparable with the estimate.

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

3099
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No. 2

P.W. 8717/86

Public Works

14th October 1886

Copy

Letter to Govt St. George

No. 5 enclosure

A/No. 3099 dy 23/11/86

Received 11 Nov/86

2099/15 Dy Ch Engr Works

PUBLIC WORKS DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the

READ the following

Despatch from the Rt Hon: the Secy: of State for India } (Rl. No. 5 P.W. dy Octr 14. 1886)

G.O. No. 378 dy 12th July 1886 Marine.

PW 13/11

Communicated to the Chairman Madras Harbour Trust Board.

2. The Secretary of State will be informed that it has already been declared that the control of the staff of the Madras Harbour Works rests in the Trust Board under Chapter III of Madras Act No. II of 1886. Para 2 of the

Secretary of States' despatch
should now be communicated
by the Board to those
concerned.

3. The views of the Harbour
Trust Board on the subject
of para 3 of the despatch
are invited.

H.E. No. 11 of
W

To,
The Rt Honble
The Secy. of State for India

My Lord,

In reply to the
enquiry in para 1 of your
Lordship's despatch No. 5
dated 14th October 1886,
we have the honor to
state that the control
of the entire staff of

Chairman M.H.T.B.
Marine Dept

Dr 14/11

✓

3099/15 2099/15
the Madras Harbours
Works was transferred to
the Harbour Trust Board
under sections 21 & 22 of
the Harbours Trust Act
of 1886, from the date
the Act came into force.
Mr. Thorougood and others
have been continued in the
positions which they held
when the Act was passed,
and para 2 of your despatch
will now be communicated
to them.

2. We shall report
further with respect to
para 3 of your Lordship's
despatch, after consulting
the Trust Board on the
subject.

Jcc 12/11/86

Dr 24/11/86 12/11/86

8711

Govt. of 1886 Madras.

PUBLIC WORKS.

Read 15/11

Despd

Rect

Encl

G.O. 1886. No.

Madras Harbour Trust

Reporting that the Entire staff of the Madras Harbour works have now been placed under the control of the Harbour Trust Board in the position which they held before & promising to report later on as to the position to be assigned to Mr Parkes in future.

Madras Harbour Trust

Despatch from the Secy of State forwarding copy of a report by Mr Parkes on the progress in the restoration of Kiosque during the second quarter of 1886 with remarks as to the present position of Mr Parkes & other members of the staff of the works connected to the Minimum Harbour Trust Board with remarks.