

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—the following paper :—

From the Hon. R. W. BARLOW, C.S., Chairman, Harbour Trust Board, Madras,
to the Chief Secretary to Government, dated Madras, 9th May 1887,
No. 591.

I have the honor to forward, for the information of Government, copies of proceedings of a meeting of the Harbour Trust Board held on 29th April and of a special meeting of 3rd May 1887, the same having been confirmed at the meeting of the trustees held on 6th idem.

ENCLOSURE.

MINUTES of the Proceedings of a Meeting of the Trustees of the Madras Harbour held at the Board's office on Friday, the 29th April 1887.

In opening the proceedings of the meeting, the Chairman stated that, in accordance with the resolution No. 2 passed by the Board at their last meeting, a telegram had been despatched to Government regarding the wish of the Board to be represented upon the committee now sitting in London to discuss the question of changing the place of entrance to the harbour from the east face to the north-east corner; that a telegram had been received from the Secretary of State in reference thereto; and that Mr. Thorowgood, who was present, would explain to the Board certain suggestions he had to make with regard to what, in the present condition of harbour, he considered the best plan for carrying out the wishes of the Board for a north-east entrance.

The Secretary then read the telegram despatched to the Chief Secretary to Government after last meeting, stating that "At meeting last evening read G.O., 1001, Works. Resolved that the Board are unanimously of opinion that the Trust should be represented upon the London committee appointed to consider the question of the north-east entrance to the harbour. The Board suggest that Captain Taylor should be appointed to represent them, and that the proceedings of the committee be stayed by telegraph pending his arrival," and letter from the Chairman, No. 383, dated 25th April, addressed to the Chief Secretary, confirming the telegram, and further explaining the Board's wishes.

Read telegram from the Secretary to Government, Public Works Department, dated Ootacamund, 28th April 1887, stating "Taylor permitted by Secretary State to go home next mail as witness, not as member of committee; should take statement from Board on following points—whether in opinion of Board north-east entrance is essential; best means of carrying out this object; and whether Board think any change in sanctioned design is desirable, and, if so, what change."

Resolved, first, that the Board unanimously adhere to their former resolution, No. 2, dated 16th December 1886, that a north-east entrance is absolutely essential to the success of the harbour.

The Superintendent then submitted a plan showing, marked respectively in blue and yellow lines and in red tint—

In blue No. II the plan submitted with his letter, No. 600 M., dated 31st January 1887.

In yellow No. III an entrance immediately adjoining the present termination of the new work on the northern arm.

In red tint No. IV an entrance approximately from half-way between the north-east angle of the northern arm and the existing opening.

The Superintendent explained that to carry out plan No. II would necessitate the removal of the whole of the work built at the north pier during several months past, involving the removal of thousands of tons of material and great delay.

That plan No. III would also necessitate considerable delay, and as the site of the proposed north-east entrance must be open before the present one could be closed, it was necessary, in

this plan, to entirely remove the debris of the old wall from the present entrance up to the proposed end of the north pier before the southern arm could be brought across, and be allowed to close, the present entrance; this would occasion great delay in protecting the existing harbour upon the northern half of the eastern face.

No. IV in red tint. This plan had the advantage of enabling work to be carried on without interruption upon the present plan until the southern arm reached the existing opening, by which time the northern pier would have advanced sufficiently to itself afford considerable protection to the enclosed space; the portion of old wall it would be necessary to remove could by then have been cleared away, leaving the proposed opening free from all obstruction, and it would only then remain to advance the southern arm in a direct line across the existing opening to the position shown, to afford exactly the same protection to the enclosed space as was provided in the plan submitted with his letter, No. 600 M., dated 31st January 1887, the relative positions of the pier heads of the northern and southern arms in each plan being identical; this plan No. IV had the advantage also of carrying the entrance further to seaward, giving a minimum depth of eight fathoms in the entrance, and, from the proposed line the southern arm would take enabling vessels to enter from a more easterly position, thereby allowing them to keep much further to seaward and clear of the line of rollers upon their full length.

The matter was discussed at considerable length, and the Superintendent stated further that, with regard to the cost of the respective schemes, No. IV would be more economical than No. II, but that he had not prepared an estimate for design No. III, the cost of which would probably not differ greatly from the cost of No. IV.

Captain Taylor suggested that the difficulty might be overcome by making an entrance inshore of the north-east angle of the northern arm, continuing the works on the existing plan; this plan would involve no delay, be economical, and have only the disadvantage of placing the entrance nearer inshore than the proposed entrances, Nos. III and IV; he pointed out that against this disadvantage it must be remembered that the sea to the north of the harbour always retains its present depth, and is amply sufficient for all practical purposes. It was, however, considered by the Board that the near vicinity of the shore was a fatal objection to this proposal.

Resolved, secondly, with regard to the best means to be adopted, that the Board, after examining the several plans submitted by the Superintendent, consider the designs, Nos. III and IV, would be the most suitable, subject to any modifications that the Home committee may make. The Board consider it undesirable to take up more than is absolutely necessary of the work already built.

Resolved, thirdly, that, in the opinion of the Board, the sanctioned design should be altered only in so far as is necessary to provide a north-east entrance without taking up more than necessary of the work already built.

3. Read telegram from the Secretary to Government, Public Works Department, stating that "Secretary of State wires Parkes reports shoaling outside bend of southern arm and asks by quickest means possible for soundings between May 1886 and May 1887. On what date can you send?"

Read letter from the Secretary, Harbour Trust Board, No. 435, dated 28th April 1887, communicating this telegram to the Superintendent and his reply thereto, No. 98, dated 29th April 1887. The Superintendent further explained that soundings outside the bend of the southern arm had never been taken in May, and if any were required this May, a favorable opportunity must be awaited, as, on account of the roughness of the sea, they were difficult to obtain, and that such soundings would be useless for the purposes of comparison with the soundings taken in October.

Resolved that the Chairman be invited to communicate the Superintendent's expressed views to Government.

Mr. Thorowgood then withdrew.

4. Read the minutes and confirmed the Proceedings of the last meeting held at the Board's office on Friday, the 22nd April 1887.

5. Examined statement of the revenue account of the Board, showing receipts and charges from 1st June 1886 to 31st March 1887, certified as correct by Messrs. Stiven and Trail-Straith, auditors.

Approved, and resolved that the same be submitted to Government and published in accordance with section No. 44, Act II of 1886.

6. Read letter, No. 3, dated 1st April 1887, from the Superintendent, Madras Harbour Works, in reference to the contract for quarrying stone at Pallavaram.

Read also minute thereon by Mr. G. D. Coleman.

Resolved that, as the Superintendent states that the place of delivery, so far as the contractor is concerned, is reached when the stone is loaded into waggons at the quarry, the Board consider that a weigh-bridge should be erected at Pallavaram, and one is accordingly sanctioned, the Board contributing a moiety of the cost, provided the contractor pays the other half.

7. Read G.O., No. 175, Marine, dated 12th April 1887, calling upon the trustees to show cause why the fine inflicted on Mr. Dumphy for an illegal act done by him individually should be paid from Trust funds.

Resolved that the Chairman be invited to address Government on the subject.

8. Read letter from the Superintendent, Madras Harbour Works, No. 79, dated 26th April 1887, in reference to proposed tramways.

Recorded.

9. Read endorsement, No. 1105, from the Chief Superintendent, Accountant-General's Office, communicating notification of the Government of India, No. 1846, Department of Finance and Commerce, Public Debt Office, empowering the Chairman of the Harbour Trust Board, Madras, to hold Government securities under the Indian Securities Act XIII of 1886.

Recorded.

10. Read letter from the Superintendent, Madras Harbour Works, No. 80, dated 26th April 1887, regarding pay and security of P. Kistnasawmy Moodelly, cashier, Harbour Works Office.

Read also minutes thereon by Messrs. King, Hunter, McLintock, Chambers, and Cowasjee Eduljee, the Honorable T. R. Turnbull, and Captain J. H. Taylor.

Resolved that the security remain at Rs 2,000; that his pay be increased to Rs. (60) sixty per mensem, as strongly recommended by the Superintendent; that overtime for working late in the evenings after office hours cannot be allowed; and that in the opinion of the Board he is not entitled to pension.

11. Read letter from the Superintendent, Madras Harbour Works, No. 101, dated 29th April 1887, asking permission to purchase cement locally, having run short of stock.

Approved, and resolved that tenders be invited.

MINUTES of the Proceedings of a Special Meeting of the Trustees of the Madras Harbour held at the Board's office on Tuesday, the 3rd May 1887, at 4-30 P.M.

Read G.O., No. 1179 W., dated 29th April 1887, communicating telegram from the Secretary of State, dated 27th April 1887, "Harbour Committee already formed and at work, Admiral Salmon, Nares and Coode, but Taylor may come as witness," and stating that Captain Taylor should be instructed to proceed to England by next mail, taking with him a statement of the views of the Board on the leading principles upon which the work is in future to be carried out, and should clearly understand to what extent he is authorised to pledge the Board before the committee.

Read letter, No. 469, dated 2nd May 1887, from the Chairman, Harbour Trust Board, to the Superintendent, Madras Harbour Works, communicating the resolutions of the Board respecting the proposed north-east entrance, at their last meeting, and requesting that he would draw up a memorandum explanatory of the various designs then submitted by him.

Read the Superintendent's reply thereto, No. 108, dated 2nd May 1887, and descriptive memorandum annexed. Examined plans Nos. I, II, III and IV therewith submitted.

The trustees then proceeded to the head of the northern arm of the harbour, and held a consultation with the Superintendent, and, after discussing on the spot at considerable length the respective designs for a north-east entrance, returned to the Board's offices.

Read the minutes and confirmed the Proceedings of the last meeting of the Board having reference to the question of the proposed north-east entrance, and resolved that, having now examined the spot, the Board are unanimously inclined to give the preference to design No. III, on the grounds that it will give, within the harbour, a larger area of deep water anchorage, and that it will facilitate the exit, entrance, and mooring of vessels.

A copy of the Board's Proceedings will be communicated to Captain Taylor for his information and guidance.

ORDER—dated 23rd May 1887, No. 215, Marine.

Recorded.

(True Extract.)

H. E. STOKES,
Ag. Chief Secretary.

To the Chairman, Harbour Trust Board.

" Port Officer, Madras.

" Public Works Department.

Exd. A. Raitt.

Gobt. of (1887) Madras.

MARINE.

*Order No 1595
W dated 14th June 1887*

Recorded

*(2d) J.O.B.
W.*

Issued

Recd.

Encl.

G.O., 23rd May 1887, No. 215.

*No 1595 W of 14th June 1887
MAY.*

Harbour Trust Board.

Recording letter from the Chairman, forwarding copies of proceedings of a meeting of the — and a special meeting held on the 29th April and 3rd May 1887.

With orders

23RD MAY 1887, No. 215, MARINE.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—the following paper:—

From the Hon. R. W. BARLOW, C.S., Chairman, Harbour Trust Board, Madras, to the Chief Secretary to Government, dated Madras, 9th May 1887, No. 591.

I have the honor to forward, for the information of Government, copies of proceedings of a meeting of the Harbour Trust Board held on 29th April and of a special meeting of 3rd May 1887, the same having been confirmed at the meeting of the trustees held on 6th idem.

ENCLOSURE.

MINUTES of the Proceedings of a Meeting of the Trustees of the Madras Harbour held at the Board's office on Friday, the 29th April 1887.

In opening the proceedings of the meeting, the Chairman stated that, in accordance with the resolution No. 2 passed by the Board at their last meeting, a telegram had been despatched to Government regarding the wish of the Board to be represented upon the committee now sitting in London to discuss the question of changing the place of entrance to the harbour from the east face to the north-east corner; that a telegram had been received from the Secretary of State in reference thereto; and that Mr. Thorowgood, who was present, would explain to the Board certain suggestions he had to make with regard to what, in the present condition of harbour, he considered the best plan for carrying out the wishes of the Board for a north-east entrance.

The Secretary then read the telegram despatched to the Chief Secretary to Government after last meeting, stating that "At meeting last evening read G.O., 1001, Works. Resolved that the Board are unanimously of opinion that the Trust should be represented upon the London committee appointed to consider the question of the north-east entrance to the harbour. The Board suggest that Captain Taylor should be appointed to represent them, and that the proceedings of the committee be stayed by telegraph pending his arrival," and letter from the Chairman, No. 383, dated 25th April, addressed to the Chief Secretary, confirming the telegram, and further explaining the Board's wishes.

Read telegram from the Secretary to Government, Public Works Department, dated Ootacamund, 28th April 1887, stating "Taylor permitted by Secretary State to go home next mail as witness, not as member of committee; should take statement from Board on following points —whether in opinion of Board north-east entrance is essential; best means of carrying out this object; and whether Board think any change in sanctioned design is desirable, and, if so, what change."

Resolved, first, that the Board unanimously adhere to their former resolution, No. 2, dated 16th December 1886, that a north-east entrance is absolutely essential to the success of the harbour.

The Superintendent then submitted a plan showing, marked respectively in blue and yellow lines and in red tint—

In blue No. II the plan submitted with his letter, No. 600 M., dated 31st January 1887.

In yellow No. III an entrance immediately adjoining the present termination of the new work on the northern arm.

In red tint No. IV an entrance approximately from half-way between the north-east angle of the northern arm and the existing opening.

The Superintendent explained that to carry out plan No. II would necessitate the removal of the whole of the work built at the north pier during several months past, involving the removal of thousands of tons of material and great delay.

That plan No. III would also necessitate considerable delay, and as the site of the proposed north-east entrance must be open before the present one could be closed, it was necessary, in

this plan, to entirely remove the debris of the old wall from the present entrance up to the proposed end of the north pier before the southern arm could be brought across, and be allowed to close, the present entrance; this would occasion great delay in protecting the existing harbour upon the northern half of the eastern face.

No. IV in red tint. This plan had the advantage of enabling work to be carried on without interruption upon the present plan until the southern arm reached the existing opening, by which time the northern pier would have advanced sufficiently to itself afford considerable protection to the enclosed space; the portion of old wall it would be necessary to remove could by then have been cleared away, leaving the proposed opening free from all obstruction, and it would only then remain to advance the southern arm in a direct line across the existing opening to the position shown, to afford exactly the same protection to the enclosed space as was provided in the plan submitted with his letter, No. 600 M., dated 31st January 1887, the relative positions of the pier heads of the northern and southern arms in each plan being identical; this plan No. IV had the advantage also of carrying the entrance further to seaward, giving a minimum depth of eight fathoms in the entrance, and, from the proposed line the southern arm would take enabling vessels to enter from a more easterly position, thereby allowing them to keep much further to seaward and clear of the line of rollers upon their full length.

The matter was discussed at considerable length, and the Superintendent stated further that, with regard to the cost of the respective schemes, No. IV would be more economical than No. II, but that he had not prepared an estimate for design No. III, the cost of which would probably not differ greatly from the cost of No. IV.

Captain Taylor suggested that the difficulty might be overcome by making an entrance inshore of the north-east angle of the northern arm, continuing the works on the existing plan; this plan would involve no delay, be economical, and have only the disadvantage of placing the entrance nearer inshore than the proposed entrances, Nos. III and IV; he pointed out that against this disadvantage it must be remembered that the sea to the north of the harbour always retains its present depth, and is amply sufficient for all practical purposes. It was, however, considered by the Board that the near vicinity of the shore was a fatal objection to this proposal.

Resolved, secondly, with regard to the best means to be adopted, that the Board, after examining the several plans submitted by the Superintendent, consider the designs, Nos. III and IV, would be the most suitable, subject to any modifications that the Home committee may make. The Board consider it undesirable to take up more than is absolutely necessary of the work already built.

Resolved, thirdly, that, in the opinion of the Board, the sanctioned design should be altered only in so far as is necessary to provide a north-east entrance without taking up more than necessary of the work already built.

3. Read telegram from the Secretary to Government, Public Works Department, stating that "Secretary of State wires Parkes reports shoaling outside bend of southern arm and asks by quickest means possible for soundings between May 1886 and May 1887. On what date can you send?"

Read letter from the Secretary, Harbour Trust Board, No. 435, dated 28th April 1887, communicating this telegram to the Superintendent and his reply thereto, No. 98, dated 29th April 1887. The Superintendent further explained that soundings outside the bend of the southern arm had never been taken in May, and if any were required this May, a favorable opportunity must be awaited, as, on account of the roughness of the sea, they were difficult to obtain, and that such soundings would be useless for the purposes of comparison with the soundings taken in October.

Resolved that the Chairman be invited to communicate the Superintendent's expressed views to Government.

Mr. Thorowgood then withdrew.

4. Read the minutes and confirmed the Proceedings of the last meeting held at the Board's office on Friday, the 22nd April 1887.

5. Examined statement of the revenue account of the Board, showing receipts and charges from 1st June 1886 to 31st March 1887, certified as correct by Messrs. Stiven and Trail-Straith, auditors.

Approved, and resolved that the same be submitted to Government and published in accordance with section No. 44, Act II of 1886.

6. Read letter, No. 3, dated 1st April 1887, from the Superintendent, Madras Harbour Works, in reference to the contract for quarrying stone at Pallavaram.

Read also minute thereon by Mr. G. D. Coleman.

Resolved that, as the Superintendent states that the place of delivery, so far as the contractor is concerned, is reached when the stone is loaded into waggons at the quarry, the Board consider that a weigh-bridge should be erected at Pallavaram, and one is accordingly sanctioned, the Board contributing a moiety of the cost, provided the contractor pays the other half.

7. Read G.O., No. 175, Marine, dated 12th April 1887, calling upon the trustees to show cause why the fine inflicted on Mr. Dumphy for an illegal act done by him individually should be paid from Trust funds.

Resolved that the Chairman be invited to address Government on the subject.

8. Read letter from the Superintendent, Madras Harbour Works, No. 79, dated 26th April 1887, in reference to proposed tramways.

Recorded.

9. Read endorsement, No. 1105, from the Chief Superintendent, Accountant-General's Office, communicating notification of the Government of India, No. 1846, Department of Finance and Commerce, Public Debt Office, empowering the Chairman of the Harbour Trust Board, Madras, to hold Government securities under the Indian Securities Act XIII of 1886.

Recorded.

10. Read letter from the Superintendent, Madras Harbour Works, No. 80, dated 26th April 1887, regarding pay and security of P. Kistnasawmy Moodelly, cashier, Harbour Works Office.

Read also minutes thereon by Messrs. King, Hunter, McLintock, Chambers, and Cowasjee Eduljee, the Honorable T. R. Turnbull, and Captain J. H. Taylor.

Resolved that the security remain at Rs. 2,000; that his pay be increased to Rs. (60) sixty per mensem, as strongly recommended by the Superintendent; that overtime for working late in the evenings after office hours cannot be allowed; and that in the opinion of the Board he is not entitled to pension.

11. Read letter from the Superintendent, Madras Harbour Works, No. 101, dated 29th April 1887, asking permission to purchase cement locally, having run short of stock.

Approved, and resolved that tenders be invited.

MINUTES of the Proceedings of a Special Meeting of the Trustees of the Madras Harbour held at the Board's office on Tuesday, the 3rd May 1887, at 4-30 P.M.

Read G.O., No. 1179 W., dated 29th April 1887, communicating telegram from the Secretary of State, dated 27th April 1887, "Harbour Committee already formed and at work, Admiral Salmon, Nares and Coode, but Taylor may come as witness," and stating that Captain Taylor should be instructed to proceed to England by next mail, taking with him a statement of the views of the Board on the leading principles upon which the work is in future to be carried out, and should clearly understand to what extent he is authorised to pledge the Board before the committee.

Read letter, No. 469, dated 2nd May 1887, from the Chairman, Harbour Trust Board, to the Superintendent, Madras Harbour Works, communicating the resolutions of the Board respecting the proposed north-east entrance, at their last meeting, and requesting that he would draw up a memorandum explanatory of the various designs then submitted by him.

Read the Superintendent's reply thereto, No. 108, dated 2nd May 1887, and descriptive memorandum annexed. Examined plans Nos. I, II, III and IV therewith submitted.

The trustees then proceeded to the head of the northern arm of the harbour, and held a consultation with the Superintendent, and, after discussing on the spot at considerable length the respective designs for a north-east entrance, returned to the Board's offices.

Read the minutes and confirmed the Proceedings of the last meeting of the Board having reference to the question of the proposed north-east entrance, and resolved that, having now examined the spot, the Board are unanimously inclined to give the preference to design No. III, on the grounds that it will give, within the harbour, a larger area of deep water anchorage, and that it will facilitate the exit, entrance, and mooring of vessels.

A copy of the Board's Proceedings will be communicated to Captain Taylor for his information and guidance.

ORDER—dated 23rd May 1887, No. 215, Marine.

Recorded.

(True Extract.)

H. E. STOKES,
Ag. Chief Secretary.

To the Chairman, Harbour Trust Board.

„ Port Officer, Madras.

„ Public Works Department.

Exd. A. Raitt.

Govt. of {1887} Madras.

MARINE.

*Order No 1595
W dated 14th June/87.*

Recorded

*(Sd) J.H.
W.*

Issued

Recd.

Encl.

G.O., 23rd May 1887, No. 215.

No 1595W apt 16th June/87

MAY.

Harbour Trust Board.

Recording letter from the Chairman, forwarding copies of proceedings of a meeting of the — and a special meeting held on the 29th April and 3rd May 1887.

With orders

23RD MAY 1887, No. 215, MARINE.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—the following paper :—

From the Hon. R. W. BARLOW, C.S., Chairman, Harbour Trust Board, Madras, to the Chief Secretary to Government, dated Madras, 9th May 1887, No. 591.

I have the honor to forward, for the information of Government, copies of proceedings of a meeting of the Harbour Trust Board held on 29th April and of a special meeting of 3rd May 1887, the same having been confirmed at the meeting of the trustees held on 6th idem.

ENCLOSURE.

MINUTES of the Proceedings of a Meeting of the Trustees of the Madras Harbour held at the Board's office on Friday, the 29th April 1887.

In opening the proceedings of the meeting, the Chairman stated that, in accordance with the resolution No. 2 passed by the Board at their last meeting, a telegram had been despatched to Government regarding the wish of the Board to be represented upon the committee now sitting in London to discuss the question of changing the place of entrance to the harbour from the east face to the north-east corner; that a telegram had been received from the Secretary of State in reference thereto; and that Mr. Thorowgood, who was present, would explain to the Board certain suggestions he had to make with regard to what, in the present condition of harbour, he considered the best plan for carrying out the wishes of the Board for a north-east entrance.

The Secretary then read the telegram despatched to the Chief Secretary to Government after last meeting, stating that "At meeting last evening read G.O., 1001, Works. Resolved that the Board are unanimously of opinion that the Trust should be represented upon the London committee appointed to consider the question of the north-east entrance to the harbour. The Board suggest that Captain Taylor should be appointed to represent them, and that the proceedings of the committee be stayed by telegraph pending his arrival," and letter from the Chairman, No. 383, dated 25th April, addressed to the Chief Secretary, confirming the telegram, and further explaining the Board's wishes.

Read telegram from the Secretary to Government, Public Works Department, dated Ootacamund, 28th April 1887, stating "Taylor permitted by Secretary State to go home next mail as witness, not as member of committee; should take statement from Board on following points—whether in opinion of Board north-east entrance is essential; best means of carrying out this object; and whether Board think any change in sanctioned design is desirable, and, if so, what change."

Resolved, first, that the Board unanimously adhere to their former resolution, No. 2, dated 16th December 1886, that a north-east entrance is absolutely essential to the success of the harbour.

The Superintendent then submitted a plan showing, marked respectively in blue and yellow lines and in red tint—

In blue No. II the plan submitted with his letter, No. 600 M., dated 31st January 1887.

In yellow No. III an entrance immediately adjoining the present termination of the new work on the northern arm.

In red tint No. IV an entrance approximately from half-way between the north-east angle of the northern arm and the existing opening.

The Superintendent explained that to carry out plan No. II would necessitate the removal of the whole of the work built at the north pier during several months past, involving the removal of thousands of tons of material and great delay.

That plan No. III would also necessitate considerable delay, and as the site of the proposed north-east entrance must be open before the present one could be closed, it was necessary, in

this plan, to entirely remove the debris of the old wall from the present entrance up to the proposed end of the north pier before the southern arm could be brought across, and be allowed to close, the present entrance; this would occasion great delay in protecting the existing harbour upon the northern half of the eastern face.

No. IV in red tint. This plan had the advantage of enabling work to be carried on without interruption upon the present plan until the southern arm reached the existing opening, by which time the northern pier would have advanced sufficiently to itself afford considerable protection to the enclosed space; the portion of old wall it would be necessary to remove could by then have been cleared away, leaving the proposed opening free from all obstruction, and it would only then remain to advance the southern arm in a direct line across the existing opening to the position shown, to afford exactly the same protection to the enclosed space as was provided in the plan submitted with his letter, No. 600 M., dated 31st January 1887, the relative positions of the pier heads of the northern and southern arms in each plan being identical; this plan No. IV had the advantage also of carrying the entrance further to seaward, giving a minimum depth of eight fathoms in the entrance, and, from the proposed line the southern arm would take enabling vessels to enter from a more easterly position, thereby allowing them to keep much further to seaward and clear of the line of rollers upon their full length.

The matter was discussed at considerable length, and the Superintendent stated further that, with regard to the cost of the respective schemes, No. IV would be more economical than No. II, but that he had not prepared an estimate for design No. III, the cost of which would probably not differ greatly from the cost of No. IV.

Captain Taylor suggested that the difficulty might be overcome by making an entrance inshore of the north-east angle of the northern arm, continuing the works on the existing plan; this plan would involve no delay, be economical, and have only the disadvantage of placing the entrance nearer inshore than the proposed entrances, Nos. III and IV; he pointed out that against this disadvantage it must be remembered that the sea to the north of the harbour always retains its present depth, and is amply sufficient for all practical purposes. It was, however, considered by the Board that the near vicinity of the shore was a fatal objection to this proposal.

Resolved, secondly, with regard to the best means to be adopted, that the Board, after examining the several plans submitted to the Superintendent, consider the designs, Nos. III and IV, would be the most suitable, subject to any modifications that the Home committee may make. The Board consider it undesirable to take up more than is absolutely necessary of the work already built.

Resolved, thirdly, that, in the opinion of the Board, the sanctioned design should be altered only in so far as is necessary to provide a north-east entrance without taking up more than necessary of the work already built.

3. Read telegram from the Secretary to Government, Public Works Department, stating that "Secretary of State wires Parkes reports shoaling outside bend of southern arm and asks by quickest means possible for soundings between May 1886 and May 1887. On what date can you send?"

Read letter from the Secretary, Harbour Trust Board, No. 435, dated 28th April 1887, communicating this telegram to the Superintendent and his reply thereto, No. 98, dated 29th April 1887. The Superintendent further explained that soundings outside the bend of the southern arm had never been taken in May, and if any were required this May, a favorable opportunity must be awaited, as, on account of the roughness of the sea, they were difficult to obtain, and that such soundings would be useless for the purposes of comparison with the soundings taken in October.

Resolved that the Chairman be invited to communicate the Superintendent's expressed views to Government.

Mr. Thorowgood then withdrew.

4. Read the minutes and confirmed the Proceedings of the last meeting held at the Board's office on Friday, the 22nd April 1887.

5. Examined statement of the revenue account of the Board, showing receipts and charges from 1st June 1886 to 31st March 1887, certified as correct by Messrs. Stiven and Trail-Straith, auditors.

Approved, and resolved that the same be submitted to Government and published in accordance with section No. 44, Act II of 1886.

6. Read letter, No. 3, dated 1st April 1887, from the Superintendent, Madras Harbour Works, in reference to the contract for quarrying stone at Pallavaram.

Read also minute thereon by Mr. G. D. Coleman. Resolved that, as the Superintendent states that the place of delivery, so far as the Board consider that a weigh-bridge should be erected at Pallavaram, and one is accordingly sanctioned, the Board contributing a moiety of the cost, provided the contractor pays the other half.

7. Read G.O., No. 175, Marine, dated 12th April 1887, calling upon the trustees to show cause why the fine inflicted on Mr. Dumphy for an illegal act done by him individually should be paid from Trust funds.

Resolved that the Chairman be invited to address Government on the subject.

8. Read letter from the Superintendent, Madras Harbour Works, No. 79, dated 26th April 1887, in reference to proposed tramways.

Recorded.

9. Read endorsement, No. 1103, from the Chief Superintendent, Accountant-General's Office, communicating notification of the Government of India, No. 1846, Department of Finance and Commerce, Public Debt Office, empowering the Chairman of the Harbour Trust Board, Madras, to hold Government securities under the Indian Securities Act XIII of 1886.

Recorded.

10. Read letter from the Superintendent, Madras Harbour Works, No. 80, dated 26th April 1887, regarding pay and security of P. Kistnasawmy Moodelly, cashier, Harbour Works Office.

Read also minutes thereon by Messrs. King, Hunter, McLintock, Chambers, and Cowasjee Eduljee, the Honorable T. R. Turnbull, and Captain J. H. Taylor.

Resolved that the security remain at Rs 2,000; that his pay be increased to Rs. (60) sixty per mensem, as strongly recommended by the Superintendent; that overtime for working late in the evenings after office hours cannot be allowed; and that in the opinion of the Board he is not entitled to pension.

11. Read letter from the Superintendent, Madras Harbour Works, No. 101, dated 29th April 1887, asking permission to purchase cement locally, having run short of stock.

Approved, and resolved that tenders be invited.

MINUTES of the Proceedings of a Special Meeting of the Trustees of the Madras Harbour held at the Board's office on Tuesday, the 3rd May 1887, at 4-30 P.M.

Read G.O., No. 1179 W., dated 29th April 1887, communicating telegram from the Secretary of State, dated 27th April 1887, "Harbour Committee already formed and at work, Admiral Salmon, Nares and Coode, but Taylor may come as witness," and stating that Captain Taylor should be instructed to proceed to England by next mail, taking with him a statement of the views of the Board on the leading principles upon which the work is in future to be carried out, and should clearly understand to what extent he is authorised to pledge the Board before the committee.

Read letter, No. 469, dated 2nd May 1887, from the Chairman, Harbour Trust Board, to the Superintendent, Madras Harbour Works, communicating the resolutions of the Board respecting the proposed north-east entrance, at their last meeting, and requesting that he would draw up a memorandum explanatory of the various designs then submitted by him.

Read the Superintendent's reply thereto, No. 108, dated 2nd May 1887, and descriptive memorandum annexed. Examined plans Nos. I, II, III and IV therewith submitted.

The trustees then proceeded to the head of the northern arm of the harbour, and held a consultation with the Superintendent, and, after discussing on the spot at considerable length the respective designs for a north-east entrance, returned to the Board's offices.

Read the minutes and confirmed the Proceedings of the last meeting of the Board having reference to the question of the proposed north-east entrance, and resolved that, having now examined the spot, the Board are unanimously inclined to give the preference to design No. III, on the grounds that it will give, within the harbour, a larger area of deep water anchorage, and that it will facilitate the exit, entrance, and mooring of vessels.

A copy of the Board's Proceedings will be communicated to Captain Taylor for his information and guidance.

ORDER—dated 23rd May 1887, No. 215, Marine.

Recorded.

(True Extract.)

H. P. Cohen

Ag. Chief Secretary.

To the Chairman, Harbour Trust Board.

" Port Officer, Madras.

" Public Works Department.

Exd. A. Raitt.

144 4303

no 1595 w a 14th June 87

B

Recorded
Recorded

Man
7.6.87

Ju
9/6/87

15 16
12/6

Govt. of (1887) Madras.
MARINE.

(8)

13 d. C

Issued

Recd. 7/6/87

Encl.

G.O., 23rd May 1887, No. 215.

no 1595 w a 14th June 1887

MAY.

Harbour Trust Board.

Recording letter from the Chairman, forward-
ing copies of proceedings of a meeting of the —
and a special meeting held on the 29th April and
3rd May 1887.

215 65 v
11.9.87

6.7.6.87. R. 11.6.87.

1876
1877

2 Copies to copy

Handwritten signature/initials