

(1) Number of pages 88
(2) Date of repair Feb 1988
(3) Initials of the Referencer lono

TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

P. W

DEPARTMENT

G.O. No.	² 784-784-785	Press.
B.P. No:		Mis.
Dated	14. 3. 1887	198

t to be folded or roughly handled

1/784-785

As to the Council's opinion
on Taylor's report
and a point which it is believed
has been prominently noticed
before, viz. that while the harbor
was not intact, with an existing
opening, the two large boats within
were wrecked, the beach damaged
& the fishing utterly ruined
and as the opinion of the Board
agrees with that expressed by the
practical, experienced & commercial
men of local reputation, he
considers that the subject closed
he again brought before the
the S of S. It may also be
noted that Mr. Parker himself
allowed that the question might be
considered when the next was put
forward.

3. I am to call attention to the
resolution passed by the Harbour
Trust Board, on 10th Feb. 1877, which they state
but they have had the slightest
intention of any direct interference
as regards the authorized design
& they desired only to submit
their own opinion as
to the imperative necessity for

2/784-85

On the 16th Feb. 1877 the Board had
before them Capt Taylor's report
entirely to Harbour & resolved the
S of S should be addressed through the
fit of members suggesting an early
reconsideration of this most impor-
tant question. The Board being unanim-
ously of opinion that a N.E. entrance
is absolutely essential to the safety of
the Harbour. The resolution & Capt
Taylor's letter was forwarded to the
a copy letter from the Board Chairman
at which Mr. Thompson suggested
the Board was asked to forward any
comments Mr. Thompson might have to
make on the subject.

On the 14th Feb. the Chairman forwarded
a letter from Mr. Thompson on
the subject & on the 7th a resolution
passed by the Board on the letter
concluding that the letter sent as a
whole confirms their opinion in
favor of a N.E. opening entrance.

On the 12th Feb. the Chairman presented
a letter from Mr. Thompson stating that
as he believed he had no right to submit
a design to the Board for a N.E.
entrance (which it would appear to
have been asked to do) he telegraphed

from a letter East Antarctic letter
Hailson for the consideration
of the G of I & the East of the
H. I am unable that a copy
of this letter will be forwarded
to the S of P.

Dec
2/2/87

2
984-85

On the 16th Dec 1885 the Board had
letter from Capt Taylor regarding H. 9
Antarctic to Hailson & resolved the
G of I shall be addressed through the
fit of Hailson regarding an early
reconsideration of this most impor-
tant question. The Board being unani-
mously of opinion that a H. 9 Antarctic
is absolutely essential the success of
the Hailson. The resolution & Capt
Taylor's letter was forwarded to the
a copy letter from the East Antarctic
as to the H. 9 Antarctic suggestion
the Board was asked to send any
comments Mr Thompson might have to
make on the subject.

On the 14th Feb the Chairman forwarded
letter from Mr Thompson on
the subject & on the 7th a resolution
passed by the Board on the letter
considering that the letter had as a
whole confirms their opinion in
favor of a H. 9 Antarctic.

On the 12th Feb the ^{Chairman} Board forwarded
a letter from Mr Thompson stating that
as he believed he had no right to submit
a design to the Board for a H. 9
Antarctic (which it would appear to
have been asked to do) he telegraphed

Mr. Parker Board ask me to design
between H. & S. should like to design
beam like a telegraph one received
from the Secy of State. Lord. Other
Dept. on 9th Feb. Mr. Parker's intention
wrote instant Board that he inter-
fered with anti-ruined design
permissible.

The foregoing papers were shown to
him and, the telegram being communicated
to the Board.

On 11th Feb. the Chairman
presented resolution of the Board, after
reading correspondence between the
Chairman & Mr. Thompson. Other
Members 'The Board report' that Mr.
Thompson should have consulted &
necessity, before by telegraph to
Mr. Parker without first communicating
with the Chairman, and another
resolution passed on 10th Feb. 'Resolved
that the Trust had already in form
for. but they have had the slightest
intention of any direct interference
as regards 'the anti-ruined design' things

they have submitted their unanimous opinion as to the interference necessary for
a H. & S. between the Harbour in view of the Board being transmitted by Mr.
the Chairman of the S. of S. & the S. of S. The Chairman in his letter
says 'the Secy of State is evidently under some misapprehension as to the inter-
ference of the Board'.

The S. of S. dispatch has been cited, and it is to send the Board & then
action avoided. or should their former resolution be put into effect of S.

Send the following paper:-

CURRENT NO. 1043
Harbour Trust Board Office,
MADRAS, 21st December 1886.

No. 1633

FROM The Honorable A. W. Barlow C.S.
CHAIRMAN, HARBOUR TRUST BOARD,
MADRAS,
TO The Honorable H. E. Stokes C.S.
Acting CHIEF SECRETARY TO GOVERNMENT,
Marine Department.

SIR, Port Saint George
I have the honor to forward
for the information of Government
the enclosed copy of letter from
the Port Officer No. 11537 dated
9th December 1886, and a resolu-
tion No. 2 thereon passed unani-
mously by the Board at their
meeting held this day, and to
request that an early representa-
tion may be made to the Govern-
ment of India.

2. The resolution is the outcome
of much careful consideration by
the members of the Trust, during
the past half year, and the Board
recognising the vital importance
of

Handwritten notes in the left margin of the right page, including 'Civil Works' and other illegible text.

of the question, feel that they would be neglecting the interests of the Harbour Confided to them, if they did not make a further representation in the matter, as they are most strongly of opinion that without a North East Entrance it must be a comparative failure.

3. Speaking individually, I may say that: though neither an Engineer nor a Sailor - my duties as Collector of Sea Customs have enabled me to watch minutely, the effect of currents and winds on the Harbour for many years past, as it has progressed, and the conclusion arrived at by Captain Taylor has been gradually forced upon me. His masterly letter on the subject speaks for itself, and requires no comment from me.

4. It should further be specially remembered that the prevailing winds here for the greater portion of the year, are southerly or south westerly, and during that period there would be very smooth water in the Harbour, if the entrance be from

W from the North East. What the effect of a North East entrance may be during the short period when North and North East winds prevail, I cannot exactly predict, but, with a horn, I believe we should be much better off than we are now, as a really high sea only arises from the full swell of the Ocean, and must therefore set in from the east. No vessel endeavours to enter during the prevalence of heavy weather from the Northward, while every Commander consulted states, that he could take his ship out of the Harbour more easily through a North Eastern, than an eastern, means of egress.

5. A North East Entrance has been pronounced quite practicable from an Engineering point of view, but an eastern entrance has been preferred, solely I believe because the eminent Engineers consulted on

Commanders

on the matter, and not
that practical personal local
experience of the Harbour, that
is possessed by Captain Taylor -
our talented Port Officer - and
the Trustees.

I have the honor to be
Sir
Your most Obedient Servant

W. W. Barlow

Chairman
Harbour Trust Board.

Secty H.R.

From

No 11537.

2/28-85

Madras
Post Office
December 1884

From

J. H. Taylor Esq. Lieut R.N.R.
Port Officer
Madras.

To

The Honble R. W. Barlow
Chairman Harbour Trust Board
Madras.

Sir,

Having now received a more
complete report of the late cyclone, I have
the honor to furnish further particulars
regarding its violence, and the mischief
it has occasioned, and point a moral
therefrom in connection with the Madras
Harbour. The Centre passed between the
two lighthouses of Arneyhorn and Pulicat,
the wind at the former veering round
to the Eastward, and at the latter to the
Westward. The distance between the
two columns is 10 miles, and the actual

centre

Commanders

Centre of the storm may be set down as
having a diameter of not more than
12 miles, as neither of them experienced the
calm that is always formed in the centre
of a cyclone. The wind pressure must
have very greatly exceeded what was felt
at Madras, which was 35 miles from
the centre, for on the round columns,
which of course offer very small resistance
to the wind, the cement was scaled off
the walls, the Bungalows unroofed, the huts
destroyed, and in the case of Armeeghon,
where the wind came from the sea the
water was driven over the beach, and
stood two feet and a half in the village
and fields nearly a quarter of a mile
inland. At Pulicat as at Madras the
wind came off shore, and wind and rain
both served to keep down the sea, and
give a false estimate of what the storm
was really capable of doing. Since the
erection of the Madras Harbour walls,
the

from

the place has never been visited with the
full fury of a storm from the sea, such
even as Armeeghon felt on the 9th ultimo,
and the result is that those chiefly concerned
have allowed themselves to be lulled into a
fancied security, from which any cyclone,
at any time, which comes direct on the
port, will occasion a very rude awakening.
The rough weather we have sometimes
experienced has been accompanied by
wind and rain from the land side, modi-
fying in a very great degree the effect
of the ground and storm swell. I have
on several occasions endeavoured to draw
attention to the enormous difference that
exists between the storm wave that is
thrown off by the meteor itself and that
caused by the friction of the wind on
the sea. These latter subside soon after
the motive power has been removed,
and hence Mr Parker's contention that the
waves on entering his harbour would

Spread

Commanders

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the motive power has been removed,
and hence Mr Parker's contention that the
waves on entering his harbour would

spread

Commanders

much larger portion of the deep water space, the importance of which in so small an area cannot be overrated.

The above considerations are sufficiently weighty to compel reconsideration of the Harbour question, but the convenience of ingress and egress for steamers has also to be taken into account. There is one type of bad weather that largely predominates in the port of Madras, viz, where storms are preceded by the wind from N.E. to N.W. Now, although enormous additional security would be afforded by smooth water, yet many Commanders will prefer taking ships outside to running risk of collision inside, from parting cables, or want of space to swing clear of one another, or veer away chain. Several steamers have attempted to get to sea under these circumstances, but all have met with the greatest difficulty and

from

Want the wind
head & wind?
or could they wait?

and danger. Not having room to get
steerage way or raise speed, the wind on their beams or quarters prevents them pointing their heads to the present opening, and sets them down in the south pier end. This danger would be removed by a N.E. opening, as they would start from their moorings with the wind a head and be able to put on steam at once. The opinions of a number of Commanders of first class steamers accompanying this paper. The number could have been multiplied ad infinitum, for no one has yet given a contrary judgment. Sir M. C. Grant Duff held the same conviction, but the representations of the Madras Government were met by the argument of the Secretary of State that, having called in such authorities as Sir John Hawkshaw and Sir John Coode, they could do nothing but accept their opinions. Neither of these celebrated Commanders

EXTRACT of Proceedings of the HARBOUR TRUST BOARD, at a Meeting held at the offices of the Board on

Thursday the *16th* day
of *December* 188*6*. *10/85*

x x x x

2. Read letter, etc 11537 dated 9th December 1886, from Captain J. H. Taylor, addressed to the Chairman Harbour Trust Board, in reference to the proposed Eastern opening to the Harbour, and the alternative proposal to construct the entrance at the North East Corner.

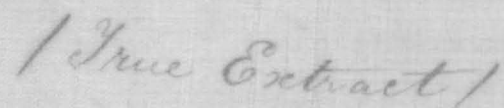
Read also numerous opinions on the subject, given by the Commanders of the principal lines of steamers, connected with the port, and minutes by the Chairman Captain Raddely R. E, and Mr. George King.

Resolved unanimously that the Government of India be addressed through the Government of Madras, requesting an early reconsideration of this most important question. All those who have locally studied the subject, or who are personally acquainted with the Harbour, including the
Commanders

Minutes No 1063
27/5

from

11
78485



Secretary
Harbour Trust Board

From

The Chairman,
Harbour Trust Board
Madras



Transferred to the Public Works
Department.

(By order)

A. A. Hunt,
Under Secretary.

No. 1638

Dated 21st }
Received 23rd } December 1897
Enclosures 2

SUBJECT.

Requesting Government
a representation to be made
to the Government of India
in reference to the proposed
North-east entrance to the
Harbour.

12
784.85

Harbour Trust Board Office,
MADRAS, 25th January 1897

No. 1997

FROM

The Honorable R. W. Barlow C.S.

CHAIRMAN, HARBOUR TRUST BOARD,

MADRAS,

TO

Colonel J. O. Harted R.E.
Secretary to Government
Public Works Dept.
Chennai.

SIR,

I have the honor to
acknowledge receipt of your letter
No. 211 C. dated 21st instant request-
ing that I will obtain and forward
any remarks that Mr. Thoroughgood
may have to make on the subject of
the Harbour Entrance.

2. He has been communi-
cated with and his reply shall be
submitted to you when received.

I have the honor to be

Sir

Your most Obedt. Servt.

P.
Secty. H.T.B.

M. W. Barlow
Chairman

Harbour Trust Board

Public Works Deptt.
From P.W.C. No 606
The Chairman
Harbour Trust Board
Madras

To
The Secretary to Govt.
P.W. Department
Chennai.

Recorded
Pending receipt
of further report

27.1.57

Dated 28th January 1887
14.27.1887

No 1997

Informing that Mr.
Theravood has been
addressed on the subject
and his reply will be
forwarded to you.

On
u

V.A.C. H.T.
No. 1

13
784-85

Harbour Trust Board Office,
MADRAS, 1st February 1887.

No. 2056.

FROM
The Honorable R. W. Barlow C.S.
CHAIRMAN, HARBOUR TRUST BOARD,
MADRAS,

TO
Colonel J. O. Basted R.E.

SECRETARY TO GOVERNMENT,
Public Works Marine Department.

SIR,
Chennai.

In reply to your letter No 2110
dated 21st January 1887, I have the
honor to forward for your infor-
mation Copy of a letter No 600 M,
dated 31st January 1887, from the
Superintendent Madras Harbour
Works, submitting his remarks on
the proposed entrance of the Harbour
together, with a tracing in original,
the return of which is requested when
done with.

I have the honor to be
Sir
Your most Obedient servant

R W Barlow
Chairman
Harbour Trust Board.

cu

14
784.85

P.M.C. No 775
MARINE DEPARTMENT.

FROM
THE CHAIRMAN,
HARBOUR TRUST BOARD,
MADRAS,

TO
THE ~~CHIEF~~ SECRETARY TO GOVERNMENT,
Marine Department.

P.M.
Chepauk.
DATED 1st } February 1887.
RECEIVED 2 }
ENCLOSURE 2
(+ 1 Encl.)
No. 2056.

SUBJECT.

Forwarding for the
information of Govern-
ment Copy of a letter
from the Supt. Madras
Harbour Works in reference
to the proposed entrance
to the Harbour.

Enclosure
No book. 15/85
784-85

From
The Superintendent
Madras Harbour Works

To
The Secretary
Harbour Trust Board
Madras.

Madras 31st January 1887

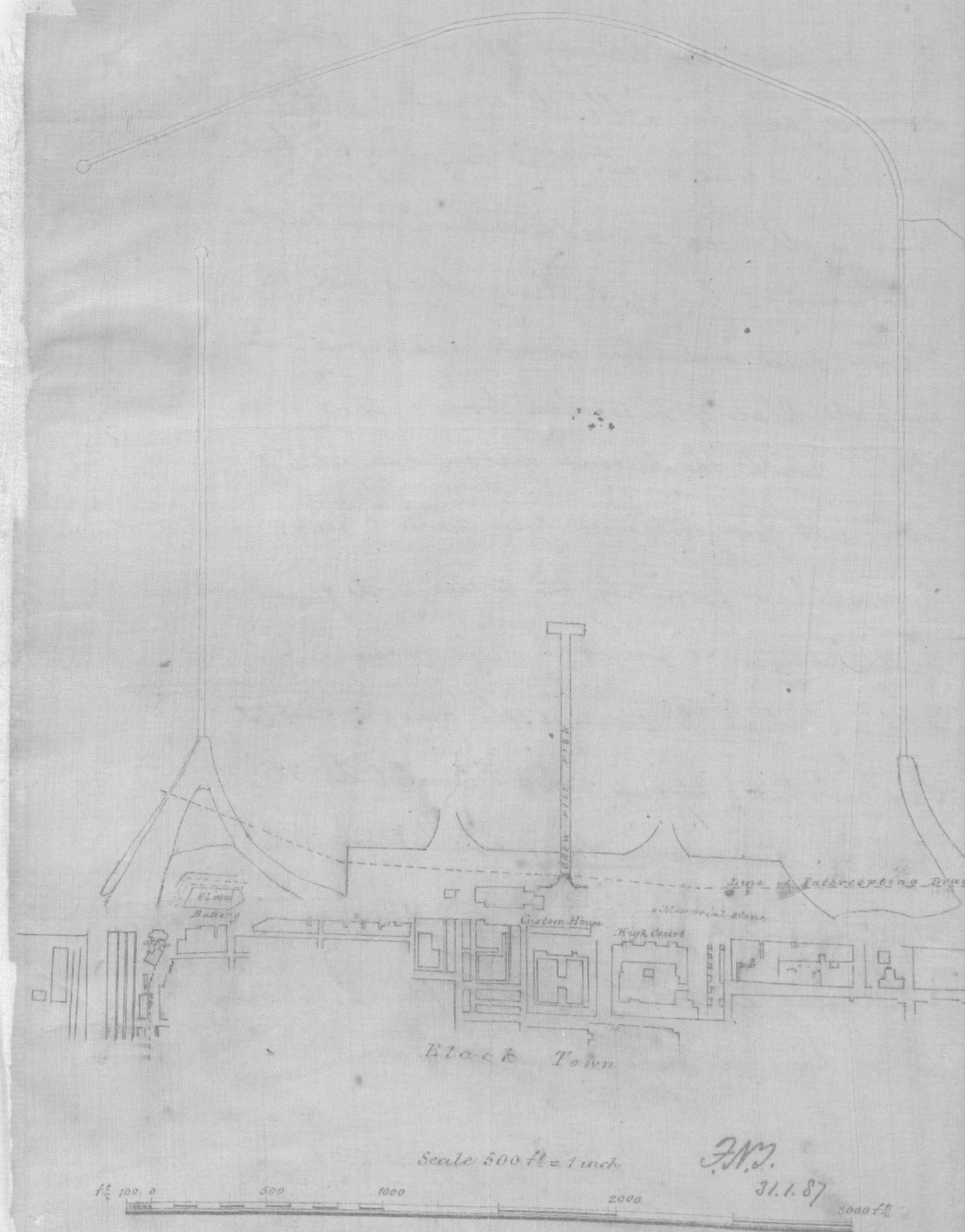
Sir
In reply to your letter of January
25th No 1996 with copy of letter from the Secretary
to Government Public Works Department asking
for my remarks on the question of a North
East entrance to the Harbour I have the honor
to submit the following with a sketch.

2. There can be no doubt whatever that with
an opening in the North East the water in the
Harbour will be practically quite smooth for
about

About 340 days in the year. While with the
 earlier opening as at present designed a
 swell of 6 feet in 8 fathoms depth will be
 very appreciably felt on the shore between
 the Harbour Walls. At the same time I think
 the majority of people are apt to forget how
 very smooth the water was in August, Sep-
 tember, and October 1881 with the entrance
 nearly 600 feet wide. Large sailing ships were
 with ease moved in the Harbour with the
 proposed 450 feet entrance and the raised
 walls the water will be smoother than in 1881.

In the design submitted by the Committee
 of 1883 of which I was a member, an overhanging
 arm with a concave surface to the line of sea-
 view was shown, but the Committee's idea
 was to place such a large number of wave-
 breaker blocks over the sea side as would
 practically make the line of the face straight
 thus doing away with the evil of a concave face.

It is doubtless known that I have not
 hid some of my views regarding the North East



12/85
East entrance since I was on that Committee
but I have never altered my opinion as to a
North East entrance giving perfectly smooth
water at nearly all times and in that respect
being preferable to an easterly entrance.

5 I submit a sketch which shows a North
East entrance more to my present liking than
the design arrived at in the Committee of 1883.
But I doubt whether a very long and deep
Steamer would like to come near enough in
shore to make the entrance, she would have
to come over the 6 fathom line and that often
in heavy seas whose troughs and crests would
be parallel to her length.

6. Again, I think it is a great mistake to have
much solid masonry lying to sea ward of the
Harbour entrance as would be the case if a North
East entrance were made in the existing Harbour
the site of the proposed entrance being blocked up.

7 Finally I think one ought not to overlook
the

The fact that supposing a sea of unpre-
cedented force from East North East demolished
the overlapping arm the Harbour would be
practically closed for no one knows how long.

8. We have seen how in 1881 with a 500 feet
entrance and low walls the advantage of the pre-
sent design was such that dozens of the best
native dhonies moored ^{comfortably} inside, while
(at least) 2 large sailing ships did the
same and ordinary boats were rapidly ta-
king the place of Masoolah boats. There is no
doubt with the present design completed
with 450 feet entrance and walls 6 feet
higher than formerly the water will gene-
rally be quite smooth. As an engineer
I think that to change the design now (I
say nothing about what would be the
best if there were nothing built) would
be running a great risk for the sake of
obtaining smoother water. I think it would
be too bold an experiment to make.

18
85

16
I have the honor to be
Sir

Your most obedient servant

(Signed) F. H. Thoroughgood

Supt. Madras Harbour Works

(True copy)

M. M. M. M.

Chairman

Harbour Trust Board

copy

Harbour Trust Board

V.A. Co. H.T. No. 1

19
1884-85

Harbour Trust Board Office,
MADRAS, 7th February 1885

No. 2136

FROM The Honorable R. M. Barlow C.S.
CHAIRMAN, HARBOUR TRUST BOARD,
MADRAS,

TO Colonel J. O. Hasted R.E.
~~Chief~~ SECRETARY TO GOVERNMENT,
Public Works ~~Marine~~ Department.
Calcutta.

In continuation of my letter
No. 2056 dated 1st February 1885, forwarded
to you copy of a letter No. 600 in date
31st January 1885, from the Superintendent
Madras Harbour Works submitting
his remarks upon the proposed
North East entrance to the Harbour,
I have the honor to forward herewith
for the information of Government,
copy of a resolution passed thereon
by the Harbour Trust Board at
their meeting on the 3rd instant.

I have the honor to be
Sir

Your most obedient servant

P. S. L. & B.

R. M. Barlow
Chairman
Harbour Trust Board

P.M.C. No 1043A
MARINE DEPARTMENT.

FROM

(17)
THE CHAIRMAN,

HARBOUR TRUST BOARD,

MADRAS.

TO

THE ~~CHIEF~~ SECRETARY TO GOVERNMENT,

Public Works ~~Ministry~~ Department.

Chennai.

DATED

RECEIVED

ENCLOSURE

7 } February 1887
9 }

No. 2136

SUBJECT.

Forwarding for the
information of Govern-
ment, resolution of the
Harbour Trust Board
in reference to proposed
entrance to the Harbour
passed at their meeting
of 3rd February 1887.

To assist
action by the
Board on 9th Feb 87
9.2.87

See
9.2.87

EXTRACT of Proceedings of the HARBOUR TRUST BOARD, at a
Meeting held at the offices of the Board on
Thursday the 3rd day
of February 1887.

x

x

x

x

9. Read letter No. 600 in dated
31st January 1887 from the Superin-
tendent Madras Harbour Works
submitting, in conformity with
letter from Secretary to Government
Public Works Department No. 211C
dated 21st January 1887, his remarks
upon the proposed North East
Entrance to the Harbour.

Recorded. The Board Consider
that this letter read as a whole
confirms their opinion in favour
of the North East Entrance. The
smooth water which would ad-
mittedly be the result is the
great desideratum, and essential
to any effectual beach improve-
ments.

x

x

x

1 June 87

P.W.C. No 1043A
MARINE DEPARTMENT.

FROM

THE CHAIRMAN,

HARBOUR TRUST BOARD,

MADRAS.

TO

THE CHIEF SECRETARY TO GOVERNMENT,

Public Works ~~Marine~~ Department.

Chelpan R.

DATED

RECEIVED

ENCLOSURE

No. 2136

SUBJECT.

Forwarding for the information of Government, resolution of the Harbour Trust Board in reference to proposed entrance to the Harbour passed at their meeting of 3rd February 1887.

To await action after Board meeting proposed on 9th 2-57 2.58 m.p.
See 9.6.87

EXTRACT of Proceedings of the HARBOUR TRUST BOARD, at a Meeting held at the offices of the Board on

Thursday the 3rd day of February 1887.

x

x

x

x

9. Read letter No 600 in dated 31st January 1887 from the Superintendent Madras Harbour Works submitting, in conformity with letter from Secretary to Government Public Works Department No 211C dated 21st January 1887, his remarks upon the proposed North East Entrance to the Harbour.

Recorded. The Board Consider that this letter read as a whole confirms their opinion in favour of the North East Entrance. The smoother water which would admittedly be the result is the great desideratum, and essential to any effectual beach improvements.

x

x

x

x

1 June 87

Marine Department.

22
78-85.

h 20

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following paper, -

Telegram from the Secretary of State for India
dated 1st February 1887.

"Madras Harbour Works Trust Board
that no interference with authorized design
permissible."

Order, 9th Feb 187 A. 58 Mus

Communicated to the Chairman,
Harbour Trust Board, and to the Public
Works Department.

(True Extract)

W. S. Meyer
Assistant Secretary

To
The Chairman, Harbour Trust Board.
" Public Works Department.

P.S.D.

The M^{rs} Dept

Proceedings, dated 9/21 1887.
No. 58

Subject.



Madras Harbour

*No interference
with authorized design
permitted.*

V. & Co. H. T.
No. 1

CURRENT NO. 128

24 85
984 85
Harbour Trust Board Office,
MADRAS, 11th February 1887.

No. 2177

FROM

The Honorable R. W. Barlow C. S.

CHAIRMAN, HARBOUR TRUST BOARD,

MADRAS,

TO

The Honorable H. E. Stokes C. S.

Acting CHIEF SECRETARY TO GOVERNMENT,

Marine Department.

SIR,

Fort Saint George

I have the honor to acknowledge receipt of G. O. No. 58 dated 9th February 1887, Communicating telegram from the Secretary of State, dated 1st idem, regarding interference with Harbour Construction, and in reply, beg to forward for the information of Government Copy of a resolution of the Harbour Trust Board passed at their meeting last evening.

2. I am desired by the Board to enclose Copy of my letter No. 1860 dated 15th January 1887, addressed to the Superintendent Madras Harbour Works informing him that no reference should be made

to

no one secretary of state, as such would
be premature; and further to invite
the attention of Government to the
Board's resolution No. 4 dated 20th
January 1887 passed upon his reply
thereto No. 50011 dated 17th January
expressing their regret at the action
he had seen fit to take.

* Copies
enclosed for
ready reference.

3. The Secretary of State is evidently
under some misapprehension, as
to the intentions of the Board.

I have the honor to be

Sir

Your most obedient servant.

W. W. Barlow
Chairman
Harbour Trust Board.

P. Sec. H. T. B.

25/85
28/85
Harbour Trust Board Office
Madras 15th January 1887
No. 1860

From
The Honorable R. W. Barlow C.S.
Chairman, Harbour Trust
Board.

To
The Superintendent
Madras Harbour Works

Sir
I have the honor to acknowledge
the receipt of your letter No. 553 M. dated
14th January 1887, and in reply
beg to inform you that the Harbour
Trust Board do not desire any re-
ference to be made to the India office
at present they merely wished to be
put in possession of your views,
as Superintendent based on local
experience.

2 The matter of change of
plan being under reference
between the Trust, the Government
of

of Madras and the Supreme
Government and no final
decision having as yet been ar-
rived at any reference to the
India office would be quite pre-
mature, and injudicious. If
your letter has been despatched
I request you will write by this
outgoing mail withdrawing it,
so far as being at the instance of
the Board.

I have the honor to be

Sir

Yours most Obedient Servant

(Signed) R. W. Barlow

Chairman

Harbour Trust Board

(True Copy)

C. P. Vincent

Secretary

Harbour Trust Board

26
784 85

27/1/84 No 560 M.

From,

The Superintendent

Madras Harbour Works,

To,

The Chairman

Harbour Trust Board

Madras

Madras 17th January 1887

Sir,

I have the honour to acknowledge the receipt of your letter of January 15th 1886 and am extremely sorry that you did not wish any reference home regarding the North East entrance. I may state however that I had not the least wish or intention of referring the question to the India Office.

2 I must explain that when I came out in September 1884 (having been summoned home by the Secretary of State on account of these works) I was led to consider this question of the North East entrance as one that I should be particularly cautious in dealing with. I had already received something of a rebuff for allowing myself to be associated with the question in 1883. Consequently when

I

of

of Madras, and the Supreme
Government and no final
decision having as yet been ar-
rived at any reference to the
India office would be quite pre-
mature, and injudicious. If
your letter has been despatched
I request you will write by this
outgoing mail withdrawing it,
so far as being at the instance of
the Board.

I have the honor to be

Sir

your most Obedient Servant

(Signed) R. W. Barlow

Chairman

Harbour Trust Board

(True Copy)

C. P. Smith

Secretary

Harbour Trust Board

26
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I received your request to submit
a design for a protecting arm I sent
a short telegram to Mr. Parker,
and he telegraphed back that the
question was referred to the India office.

3. The point referred to
the India office will only be whether
I am at liberty to carry out the Board's
orders in this respect, and will in
no way touch on the merits of the
Engineering question. Under existing
circumstances I am afraid to appro-
ach this subject in any way.

I have &c.

Signed F. N. Thoroughgood
Supt. Madras Harbour Works

/ True Copy

W. G. Smith

Secretary
Harbour Trust Board

Government for the consideration

of

EXTRACT of Proceedings of the HARBOUR TRUST BOARD, at a
Meeting held at the offices of the Board on

Thursday the *10* day
of *February* 1887. *27/8/85*

2. Read Proceedings of the Madras Govern-
ment No 58 Mins dated 9 February 1887, for-
warding telegram from the Secretary of State
dated 1st idem, to the effect that this Board
should not interfere with the authorized design
of the Madras Harbour.

Read also minutes thereon by Mr. E. P. Catesby,
Captain Baddley R. E. Mr. R. G. Orr. and Mr
Cowanjee Edejee.

Resolved that the Trust need scarcely
inform Government that they never had the
slightest intention of any direct "interference"
as regards "the authorized design", though they
have submitted their unanimous opinion as to
the imperative necessity for a North East entrance
to the Harbour, in view to the same being trans-
mitted by Government for the consideration
of

of the Government of India and the Secretary
of State, in regular course.

The Superintendent will be requested
to forward for the information of the Board, and
for transmission to Government, copies of the
telegram referred to in his No 560 in dated 17
January 1887 (disposed of in the Board's reso-
lution No 4 of 20 January 1887) which appears
to have elicited this telegram from the Secretary
of State, as well as of any communications he
may have since addressed to his Partner on
the same subject.

(True Extract)

C. J. Pindar

Secretary

Harbour Trust Board.

EXTRACT of Proceedings of the HARBOUR TRUST BOARD, at a
Meeting held at the offices of the Board on

Thursday the 20th day
of January 1887. $\frac{30}{484} 85$

4. Read letter No 1755, dated 8th January
1887, from the Chairman, Harbour Trust
Board, to the Superintendent Madras Harbour
Works, requesting the favour of his opinion
in reference to note by Mr. Guilford L.
Molesworth C.E., upon the proposed western
east entrance to the Harbour, and sundry
points in connection therewith suggested by
Captain Baddley R.E.

Read reply thereto from the Superin-
tendent Madras Harbour Works No 553 in
dated 14th January 1887, regretting that
he is not prepared just at present to
submit anything in the way of an alteration
to the design of the Harbour, and saying
that he awaited the instructions of the
authorities at the India Office, to whom
the question had been referred.

Read letter No 1860, dated 15th January
1887, from the Chairman Harbour Trust
Board, to the Superintendent Madras
Harbour Works, stating that the Board
do not desire any reference to be made to
the India Office, at present, as such action
would be premature, but merely wished to
be put in possession of the Superintendent's
views, based on local experience, and that
it should be withdrawn so far as being
at

Board.
 Read also reply thereto No 560 he dated
 17th January 1887, regretting that the reference
 had been made, and explaining that
 he had not the best intention of referring
 to the India Office, having only telegraphed
 to Mr. Parkes, who had replied that
 the question had been referred to the
 India Office, the point referred being
 as to whether the Superintendent was
 at liberty to carry out the Board's orders
 in this respect.

Recorded. The Board regret that
 Mr. Thoroughgood should have considered
 it necessary to refer by telegraph to Mr.
 Parkes without first communicating with
 the Chairman.

/ True Extract - /

C. Pinssot
 Secretary
 Harbour Trust Board.

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2
 17/1/87

19/2/1887
CURRENT NO. 128
Marine 1887. DEPARTMENT.

129

27 25 Feby 1887

Transferred to the
Public Works Department.
(By Order)

W. S. Meys
Assistant Secretary

N^o 712 W of 16.3.81. N^o 1833 W of 4.7.83
" 780 W of 11.3.82. " 1855 W of 4.7.83
" 781 W of 13.3.82. " 1856 W of 4.7.83
" 1008 W of 24.4.82. " 2662 W of 2.9.83
" 1009 W of 24.4.82. " 2864 W of 11.10.83
" 1675 W of 3.7.82. " 2862 W of 11.10.83
" 1676 W of 3.7.82. " 430.12 W of 16.2.84
" 1694 W of 6.7.82. " 1056 W of 25.4.84
" 1695 W of 6.7.82. " 1355 W of 20.5.84
" 1989 W of 5.8.82. " 1356 W of 30.5.84
" 66 W of 9.1.85. " 3127 W of 19.12.84
" 292 W of 7.2.85
" 1076 W of 5.5.85
" 1136 W of 13.5.85
" 1259 W of 30.4.85

To The Public Works Dept.

From the Chairman Harbour
Trust Board, Madras.

No. 2177.

Dated 11th } February 1887.

Received 12th } 27.2.87

Enclosures 4

SUBJECT.

Forwarding for the information
of Government Resolution
of the Harbour Trust Board
passed at their meeting of
10th instant with regard to
discontinue from the Secretary
of the Board reference to inter-
ference with Harbour Con-
struction.

Enclosure

V. & Co. H. T. No. 1

W 33 CURRENT NO. 139
Harbour Trust Board Office,
MADRAS, 12th February 1887.
No. 2193

FROM The Honorable R. W. Barlow C.S.
CHAIRMAN, HARBOUR TRUST BOARD,
MADRAS,
TO The Honorable W. E. Stokes C.S.
Acting CHIEF SECRETARY TO GOVERNMENT,
Marine Department,
Fort Saint George.
SIR,

In Continuation of my letter
N^o 2177 dated 11th February 1887, I
have the honor to submit for the
information of Government Copy of
a letter received from the Superin-
tendent Madras Harbour Works
N^o 634, etc, dated 12th idem, in reply
to the latter portion of resolution
of the Harbour Trust Board N^o 2
of 10th instant.

I have the honor to be
Sir

Your most Obedient Servant

R. W. Barlow
Chairman
Harbour Trust Board
P. Sect H. T. B.

139
MARINE DEPARTMENT.
P. H. C. No. 130
FROM
THE CHAIRMAN,
HARBOUR TRUST BOARD,
MADRAS.

To Ag.
THE CHIEF SECRETARY TO GOVERNMENT,
Marine Department,
Fort Saint George.

DATED 12th February 1887
RECEIVED 15th 18.2.87
ENCLOSURE 1
No. 2193

SUBJECT
Forwarding for the
information of Govern-
ment Copy of a letter
No. 634 A, dated 12th Feb
1887 from the Supt of
Madras Harbour Works.
in connection with reso-
lution No. 2 of 10th instant.

27.15 Feb 1887
Transmitted to the P. H. C.
Sd/- J. H. C. S. S. S.
19.2.87
J. H. C. S. S. S.

34
From No. 634 A
The Superintendent
Madras Harbour Works
To
The Chairman
Harbour Trust Board
Madras.
Madras 12th February 1887

Sir
I have the honor to acknow-
ledge the receipt of your letter No.
2176 of February 11th with Copies of
proceedings of the Harbour Trust
Board on Thursday February 10th 1887.
2. It will be recollected that on
8th January (received by me 10th) 1887
letter had asked me for my opinion
regarding a North East entrance to
this Harbour, and further asked me
to submit a design for an overhang-
ing arm, such I most approved -
As I believed I had no right to
submit a design to the Board for
a North East entrance and in fact
rather dreaded getting into trouble
at home about this much vexed
point, I telegraphed to Mr. Parkes
Board ask me to design entrance
North East. should like to decline.

3. Correspondence between Mr. Parkes and myself is over Considered private, but I feel sure I shall not be guilty of a breach of Confidence if I quote from Mr. Parkes's letter to me dated January 14th after receipt of my telegram.

4. The telegram was taken to the India Office, and it would be better to omit the remarks passed upon it. But Mr. Parkes was requested to write officially to the Secretary of State on the subject, which he did saying that two important points were raised by this telegram.

1st Whether it was within the power of Board to re open the entrance question.

2nd Whether I should be justified in giving independent advice on such a question.

5. By mail of January 21st I heard from Mr. Parkes that the India Office appeared to be taking the matter up seriously.

6. This is all I know of the matter, but am very apprehensive that

14/1/87

40775/87

35/85 I shall get into trouble for having sent the letter N^o 700 all of January 31st 1887 to the Secretary to Government Public Works Department through you on the North East entrance.

I have the honor to be

Sir
Your most Obedient Servant
[Signed] F. S. Thorogood
Supt. Charles Harbour Works

[True Copy]

C. J. Innes

Secretary
Harbour Trust Board.

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h 24

India Office,
London, 3rd February 1887.

Public Works,
No. 1.

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

SIR,

Entrance to Madras Harbour.

* Telegram to Governor of Madras, dated
1st February 1887:—

"Madras Harbour. Instruct Board that
no interference with authorized design per-
missible."

Your Excellency will have received my
telegram, as marginally quoted,* dated the 1st
the Madras Harbour, in accordance with authorised
designs.

† Dated 11th January 1887.

2. I deemed it necessary to address this message
to your Excellency's Government in consequence of
a communication† made to this Office by the En-
gineer of the works, Mr. W. Parkes, C.E. (copy of
which is enclosed), from which it would appear
that the Harbour Board were considering the re-
opening of the question of the entrance to the
harbour. This important point has been, however,
so fully and decisively dealt with by Sir John
Hawkshaw's Committee, in their report, dated 12th
March 1884, after the receipt of all necessary local
information on the subject, that no departure from
the designs recommended by that Committee can
be permitted, except for much stronger and more
cogent reasons than have yet been adduced.

3. The Harbour Board should, therefore, be made
clearly to understand that, as expressed in my pre-
decessor's telegram to the Viceroy of the 5th June
last, no interference by the Board with the prosecu-
tion of the work in accordance with the authorized
design can be permitted, either in respect to the
matter now under consideration, or any other, with-
out my express sanction; and that no proposals for
change should be entertained without first con-
sulting Mr. Parkes, the responsible Consulting
Engineer for the works.

I have the honour to be,

Sir,

Your most obedient humble Servant,

15165. 1. 290.

A
Cross

Ent
P.W. 13/4
17

19 12
8/11

P.W.C. No 1574
No 2

Public Works
3rd Feb 1887

The

Letter to Fort St George

No 1 & Enclosure

R. 26-2-87

Received the 26/2/87

38
78/85
Indones
8/35

ENCLOSURE.

Madras Harbour.

Sir,

23, Abingdon Street,
11th January 1887.

I have the honour to inform you that I have this morning received the following telegram from Mr. Thorowgood, Superintendent of the Madras Harbour Works:—

"Board ask me to design entrance north-east; should like to decline."

After consultation with Sir Juland Danvers I have replied as follows:—

"Your question referred to India Office."

2. I would beg to submit that the above telegram is an evidence of the want of some definite understanding upon two important matters. First, as to whether the question of the position of the entrance is to be considered as open to further discussion; and, second, as to whether Mr. Thorowgood is in a position to give independent advice to the Harbour Board on matters involving important changes in the plans for the completion of the harbour sanctioned by the Secretary of State.

3. With regard to the first point, I may state that my own impression has been that the opportunity afforded by the last portion of paragraph 7 of Lord Kimberley's Despatch, dated 25th September 1884, was not availed of within "the several months" allowed by any additional facts or arguments being adduced, and that, when in due course the works advanced to the site of the suggested north-east entrance, the question was absolutely closed. No new fact or argument has since been adduced, and I know of nothing to justify the reopening of the question at the present time, even if the restrictions imposed by the Secretary of State in 1884 were relaxed.

4. With regard to the second question, if Mr. Thorowgood is to be considered still, as he has been for the last ten years, subordinate to me, he certainly is not justified in furnishing such a design as is asked for except through me. Whether his transfer from the service of the Government to that of the Harbour Board would give him such power is a question which I submit is not to be decided by the transfer as such, but by the conditions of transfer, including his relations to myself, and these are not yet settled. As at present advised, I am of opinion that to give him such power, so long as I hold any authority whatever on the work, would be unwise.

The Under Secretary of State
for India.

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

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784-85

PUBLIC WORKS DEPARTMENT

X/c

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the

Read the following

From the Chairman Harbour Trust Board H. E. N. 1633 dated 21st December 1886.
Endorsement thereon by the Marine Dept. dated 6th January 1887.

W. D. D. L.

Ordered that the
Government of India be addressed

To
The Chairman M. H. T. Board
" Marine Department.

H. E. N. W. D.

To
The Secy to the Govt of India
P. W. D.

Sir,

With advertence to the
despatch from the Secretary of
State no 56 dated 25th September
1884, forwarded with your endorse-
ment no 415 M. dated 28th
October 1884, I am directed
to forward the accompanying
correspondence, in which the
Madras Harbour Trust Board
strongly

P. G. N. W. D.

7-1-57

Ch

40
784 85
No. 784 W

14 March 87.
Read the following

from the Chairman Madras H. Trust Board, No 1633 & 21.12.86-
Encl Marine Department No - 976 January 1887
From the Chairman M. H. T. Bd. No 1997 & 25 Jan. 1887
" " " " " " 2056 & 12 February 1887
" " " " " " 2136 & 7 " "
Proc. Marine Dept. " 584 and 9 " "
From the Chairman M. H. T. Bd. 2177 & 11 " "
Encl Marine Dept. " " & 25 " "
From the Chairman M. H. T. Bd. 2193 & 12 " "
Encl Marine Dept. " " & 15 " "
Despatch from the Secy. of State No 1 & 3 " "

The despatch
from the Secretary of
State above recorded
will be communicated
to the Chairman
Madras Harbour Trust
Board, with intimation
that the Govt. will

forward to the Home
Govt. copy of the Board's
Resolution dated 10th
February 1887.

2. The Govt. of India
will be addressed
on the subject of the
Correspondence sub-
mitted by the Harbour
Trust Board.

(H.E. No 785 W 2/14 March/87)

To the Secy to the G.O.S.
P.W.

Sir,
With reference to
the despatch from the
Secy of State for India
No 56 dated 25th Sept^r
1884, forwarded with
your endorsement No
415 M, dated 28th
October 1884, I am
directed to forward
the

To the Chairman M.H. 7. 1887
" Marine Dept
17/1

+ Pres. & Govt. No 784 W 2/14
March/87

the accompanying corres-
pondence in which the
Madras Harbour Trust
Board strongly urge
a reconsideration of the
question of adopting
a north eastern entrance
for the Madras Harbour.

2. The views of the
Govt., and those of the
Committee appointed
in 1883 to consider the
subject of the recon-
struction of the Harbour,
were fully stated in
this office letters No
1856 W dated 4th July 1883,
and No 2862 W dated
11th Oct^r 1883, & the papers
forwarded therewith,
but as H.E. the Govt
in Council recognises
that Capt. Taylor
has brought forward
a

a point which it is
believed has not been
prominently noticed
before, viz: that while
the harbour was yet
intact, with an easterly
opening, all the cargo
boats within were
wrecked, the beach
ravaged & the jetties
utterly swept away, -
and as the opinion of
the Board agrees with
that expressed by all
nautical, engineering
and commercial men
of local experience,
he considers that the
subject should again
be brought to the
notice of the Secy of State.
It may also be noticed
that Mr Parkes himself
allowed that the question
might be considered

42
78V-85

when the work was
further advanced.

3. With reference
to the despatch from the
Secy. of State by 1 dated
3 February 1887, printed
with the Pros. now
forwarded, I am
to call attention to
the resolution passed
by the Harbour Trust
Board on the 10 Feb
1887, in which they
state that they never
had the slightest
intention of any direct
interference as regards
the authorised design,
and desired only
to submit for the considera-
tion of the C. of S. & the S. of State, their
unanimous opinion
as to the imperative
necessity for a north
east entrance to the
Harbour -

I am

4. I am to add
that a copy of this letter
will be forwarded
to the Secy of State for
India.

File
4/3/84

Kept
11/13

No. ³ 784 W of 14 March/84

To the Rt. Hon. the Secy of State for India

My Lord,

With reference
to your Lordship's
despatch No. 1 dated
3 February 1884, we
have the honor to
forward copy of a
letter which we have
addressed to the
Govt. of India on
the subject of the
necessity for a
northern entrance
for the
Madras Harbour,
and to draw your

* No. 785 W of 14 March/84

Lordship's attention
 to the resolution passed
 by the Madras Harbour
 Trust Board on the
 10th Feb 1887, in which
 they state that they
 never had the slightest
 intention of any
 direct interference
 as regards the
 authorised design.

+ vide Pro. No. 784. W.D. 1/4
 March 1887

The Board of Directors

"A"

These papers show the
 Board of Directors, further
 stating that the design
 was not altered in any
 way by the Board of Directors
 and that the design was
 approved by the Board of Directors
 on the 10th Feb 1887.

44
 784-85

21st Apr 1887

Apr. 4. 3. 87

1574

Book of (1887) 3113

PUBLIC WORKS

Dated

Nov

8/3/87

For

To

784 W

G.O. 14-3 1887, No. 785 W

Indroo Harbor 784 W

Orders and contain correspondence
since on the question
of the entrance to the

Indroo Harbor.

The Govt of India addressed
in the subject of the
necessity for a
North-Eastern entrance
for the ———.

Forwarding ^{with remittance} copy of a letter
addressed to the Govt of
India on the subject of
the necessity for a
North-Eastern entrance
Indroo Harbor.

8/13