

1ST MARCH 1887, No. 222, REVENUE.

GOVERNMENT OF MADRAS.

REVENUE DEPARTMENT.

READ—the following Resolution of the Government of India, Department of Finance and Commerce (Accounts and Finance—Estimates and Accounts), dated Calcutta, the 9th February 1887, No. 668 :—

In each of the provinces a department has been created for the maintenance of the Record of Survey and Settlement, and for the oversight and disposal of questions relating to agriculture; but as they have been created at different times, and by different developments of existing arrangements, they are known, in the several provinces, by different names, and are shown in different parts of the Accounts. As it is advisable to assimilate the procedure and the nomenclature of the several provinces, the Governor-General in Council is pleased to direct that the Department be in future known as the Department of Land Records and Agriculture, and that the expenditure connected with it be shown under a minor head subordinate to Land Revenue, called Land Records and Agriculture.

Establishments created or employed in the maintenance of records, but forming part of the district establishments (*e.g.*, Inspectors of Revenue, Kanungos, &c.) will continue to be shown, as at present, under the head of "Collector's establishments," under Land Revenue.

Nothing in this order is intended to affect any local arrangement under which the Director of Land Records and Agriculture is also the Director or Commissioner of Land Settlement.

The expenditure of the Department is already entirely provincial, except in Central Provinces, Burma, Bengal and Punjab, where portions of it are taken under Settlement, Survey, Registration and Settlement, respectively, which are divided heads. The new minor head it is intended should be a provincial one.

The reclassification will be made (subject to a proper adjustment between Imperial and Provincial services) in the accounts of 1886-87, and will be introduced in the new Contracts with the Provincial Governments.

Order—

Ordered that this Resolution be communicated to the several Local Governments and Administrations and to the several Accountants-General and Comptrollers, with the remark that they may, if they find it convenient, put off any alteration of procedure until the estimates of 1887-88 are disposed of, merely entering the necessary transfers in their "Budget notes."

Ordered also, that a copy of this Resolution be forwarded to the Revenue and Agricultural Department and to the Comptroller and Auditor-General for information.

(Signed) J. WESTLAND,
Offg. Secy. to the Govt. of India.

ORDER—dated 1st March 1887, No. 222, Revenue.

Miscellaneous.

Communicated to the Board of Revenue.

2. The Department, at present known as the "Agricultural Department," will in future be styled "the Department of Land Records and Agriculture."

3. Paragraphs 4 and 5 of the Government of India Resolution will be dealt with in the Financial Department.

(True Extract.)

(Signed) J. F. PRICE,
Ag. Secretary to Government.

To the Board of Revenue.

„ the Financial Department.
„ the Accountant-General.
„ the Public, &c., Department.
„ the Public Works Department.
„ the Military Department.
„ the Director of Revenue Settlement, Land Records and Agriculture.
„ the Superintendent, Revenue Survey.
„ the Inam Commissioner.
„ the Superintendent, Government Museum.
„ the Government Botanist.

Exd. W. H. French.

160 Copies.

Govt. of 1887 Madras

REVENUE.

Issued

Recd.

Encl.

G.O., 1st March 1887, No. 222.

MARCH.

Recorded
(sd) J. O. H.
W.

Department of Land Records and
Agriculture.

Communicating to the Board of Revenue resolution of the Government of India directing that the department at present known as the "Agricultural Department" be in future styled—

Ch. Secy. for Agric.
Encl. P. W. Secy.

1st MARCH 1887, No. 222, REVENUE.

GOVERNMENT OF MADRAS.

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(True Extract.)

Hedrick

Ag. Secretary to Government.

To the Board of Revenue.

- „ the Financial Department.
- „ the Accountant-General.
- „ the Public, &c., Department.
- „ the Public Works Department.
- „ the Military Department.
- „ the Director of Revenue Settlement, Land Records and Agriculture.
- „ the Superintendent, Revenue Survey.
- „ the Inam Commissioner.
- „ the Superintendent, Government Museum.
- „ the Government Botanist.

Exd. W. H. French.

160 Copies.

2124 ✓
Govt. of 1887 Madras.

REVENUE.

Recorded.
16.3.87

Issued

Recd. 15.3.87

Encl.

G.O., 1st March 1887, No. 222.

MARCH.

Department of Land Records and
Agriculture.

Communicating to the Board of Revenue resolution of the Government of India directing that the department at present known as the "Agricultural Department" be in future styled—

23RD NOVEMBER 1886, No. 3099 W., PUBLIC WORKS.

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.

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—

	TONS.
At the north pier—	
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

	TONS.
At the south pier—	
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.

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-breaker. 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

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

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

(True Extract.)

(Signed) J. O. HASTED, Colonel, R.E.,
Secretary to Govt., P.W.D.

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

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of (1886) Madras.

PUBLIC WORKS.

Dated November, 23rd.

Recd.

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.

15TH FEBRUARY 1887, MIS. NO. 70, MARINE.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—the following papers:—

From the Hon. R. W. BARLOW, C.S., Chairman, Harbour Trust Board, Madras, to the Chief Secretary to Government, dated Madras, 25th January 1887, No. 1986.

I have the honor to forward, for the very early orders of Government, extract from the resolution of the Harbour Trust Board at a meeting held on the 20th instant, and the correspondence (in original to be returned) as per annexed list between the Board and the Superintendent of the Madras Harbour Works that gave rise to the same, and am desired to submit the following remarks as the opinion of the collective Board.

2. On the 9th December 1886, the Superintendent reported the death of Kazim Ali Nakvy, quarrying contractor at Pallavaram, and the Board passed a resolution thereon, No. 8, at their meeting on the 16th idem, that fresh tenders should be called for "forthwith," and hoped that Mr. Thorowgood "will in the mean time be able to carry on the work without interruption."

3. The Trustees were anxious to call for tenders as soon as possible, because most of them had, for some time, held the opinion that the rates of the old contract were very unduly high and a heavy and needless drain on harbour construction funds. To the letter conveying this resolution the Superintendent replied on the 20th December 1886 (No. 493 M.) stating that "I propose" to extend the contract, subject to certain conditions at the old rates, for six months to the father of the deceased contractor.

4. Had the Superintendent in this letter informed the Board, as he has since done, that he considered that he had the power, in virtue of the terms of his own appointment, so to extend the contract, and—what was far more important—that he had already done so verbally, and further that on the very date on which he was then replying he confirmed such verbal contract in writing, the Board would have understood the position and could have written to Government sooner; as it was, the letter was most carefully discussed, and the Board decided to adhere to their decision, but expressed their willingness to accept at the old rates certain stone, 20,000 tons approximately, which the Superintendent stated the deceased contractor had already quarried.

5. In communicating this resolution on the 22nd December 1886, the Secretary, by my directions, informed the Superintendent that no temporary arrangement should last beyond the 31st January.

6. In reply, the Superintendent, in his No. 508-M., dated 24th December 1886, asked for "direct and definite orders" before cancelling what he had "with much deliberation done," and deprecated the Board's insisting on a change of arrangements by January 31st; but the authority of the Board to do so, if they should so desire, was then in no way disputed.

7. On this the Board, on the 7th January 1887, having regard to their previous very clear instructions, adhered to them, and fixed a date from which the new contract should take effect. The trustees were more than ever confirmed in their former decision by the perusal of a schedule forwarded by the Superintendent with the letter above quoted, showing that certain lower tenders had been rejected when the late contract was renewed in 1885, and this without any deposit having been demanded from the late contractor, in accordance with the terms of the specification, or any

written contract entered into; and the Board further noted from certain papers just then laid before them by a would-be tenderer, that a large portion of the recent contract had been sub-let to him at much reduced rates.

8. On this Mr. Thorowgood, having got the definite instructions he asked for, declined to obey them and stop further quarrying, at the old rates, so as to enable the new contractor to make his arrangements in good time, and for the first time began to question the Board's authority, and wrote his letters, No. 441 M., of 10th January 1887, and No. 549-M., dated 12th January 1887.

9. It is difficult to reconcile Mr. Thorowgood's argument that he was obliged to make the arrangement he did, because of the Christmas holidays, during which time he "could get no precise order from the Board as to what was to be done" (he *had* their precise instructions), with his contention that he had full authority, under the terms of his appointment, to make the arrangement he did, at his own instance, on an emergency, though the extension of a very important contract for a period of six months can hardly be viewed as a temporary arrangement justified by emergency. Copy of the papers showing the terms under which Mr. Thorowgood was engaged are herewith submitted. He appears to have misapprehended the scope of G.O., No. 3099 W., dated 23rd November 1886, and fails to see that his position is altered now that there is a responsible Board on the spot.

10. The Board's resolutions, Nos. 3 and 4, dated 14th January 1887, on these two letters above quoted, are clear and speak for themselves; and no argument is needed to show that the Superintendent *had* definite instructions before the holidays. Equally unreasonable is the Superintendent's complaint that he was not consulted about the specification, though a resolution was recorded that he should be. True it was drawn out before the resolution was forwarded to him, but in the week intervening between its being passed and confirmed by the Board, the purport of the same was communicated to him in my letter, No. 1752, dated 8th January 1887; and he was further present at a special meeting when the specification was discussed, and his own figures were embodied in it before its issue.

11. The Board do not think it necessary to go further into details, and leave the matter in the hands of Government, but desire to draw attention to the tone that Mr. Thorowgood has thought fit to adopt when addressing them in several of the more recent letters enclosed.

12. The Board's object in insisting—which they believe they have authority to do—upon tenders being invited, without needless delay, was evident, and simply to lessen the expenses of construction; and the numerous tenders they have received from substantial parties show that their conclusion, as to the feasibility of lowering the late contractor's rates, was a correct one; and had Mr. Thorowgood not been known to be in opposition, the Trust believe that the tenders would have been still lower. As it is, a saving of about 25 per cent. will be the result of the new tenders.

13. The very earliest possible orders are requested, as on the new contractor applying to the Superintendent, who had been asked by the Board to give him every assistance in his power, he was informed by Mr. Thorowgood, he states, that he would have nothing to do with him, he had better go to the Board. So the contractor is powerless to make preliminary arrangements, and if any stoppage does occur, the Superintendent alone will be responsible for it. There are within the Board's knowledge numerous middlemen ready to serve any contractor, provided the doubt as to who is the coming man is removed.

14. The Trustees are further threatened with a civil action on Mr. Thorowgood's letter extending the contract, and which was written subsequent to the communication of the Board's resolution of 16th December 1886, desiring fresh tenders forthwith. Mr. Thorowgood's plea that he never objected to tenders being called for "forthwith," when at the same time he extended the old contract for six months, needs no comment.

P.S.—Letter,* No. 585-M., dated 24th January 1887, from the Superintendent to the new contractor selected by the Board, referred to at paragraph 13, is submitted in original for information.

* In enclosure No. 24.

ENCLOSURE.

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.

5. Read again the whole of the correspondence, minutes of proceedings, and resolutions of the Board relating to the question of the contract for quarrying stone for the Madras Harbour Works at Pallavaram, together with all letters from the Superintendent not previously before the Board; received and circulated up to date.

Resolved that the whole correspondence be submitted to Government, with a request that the Superintendent's position, as regards the Harbour Trust, may be clearly defined, as the Trustees entirely disagree with Mr. Thorowgood's views of his relations to them.

In the present case the Superintendent arrogates to himself the right to enter into a most important contract in direct opposition to the clearly-expressed orders of the Board.

From the Hon. R. W. BARLOW, C.S., Chairman, Harbour Trust Board, Madras, to the Chief Secretary to Government, dated Madras, 7th February 1887, No. 2128.

I am desired by the Trust Board to offer the following remarks in continuation of this office No. 1986, dated 25th January 1887.

2. It is observed that the Superintendent states—in his No. 586-M., dated 24th January 1887, tendering his resignation—that the specification, as drawn out by the board, is "insufficient and misleading;" if so, the remedy was easy. The Board's object in inviting tenders forthwith was to effect a very considerable, and in their opinion feasible, economy,—not to hamper the Superintendent in his executive capacity as Engineer, with which they have no desire to interfere; and any alteration that Mr. Thorowgood might suggest would be promptly attended to, but it is manifestly useless to address him to this effect so long as he ignores the Board's successful tenderer, to guide whom this specification was prepared, and maintains that he has a right to appoint a contractor of his own choosing, both of which he has done.

3. It is requested that this letter may be read with this office No. 1986 above quoted. Very early orders are again solicited.

ORDER—dated 15th February 1887, Mis. No. 70, Marine.

With the first of the letters read above, the Chairman forwards, for the orders of Government, copies of certain resolutions of the Harbour Trust Board and correspondence with the Superintendent, Madras Harbour Works, with reference to contracts for quarrying stone at Pallavaram.

2. It does not appear to His Excellency the Governor in Council to be necessary that he should pass orders on all the matters involved in the dispute, and he will therefore confine himself to stating the opinion that Mr. Thorowgood is under a misapprehension as to his position in regard to the Harbour Trust Board. Such powers as he now claims cannot be considered within the scope of the clause in the Secretary of State's despatch recorded in G.O., Public Works Department, dated 23rd November 1886, No. 3099 W., on which he relies. As one of the terms which he alleges were saved when by this despatch his services were transferred to the Harbour Trust Board, he quotes a letter from Mr. Parkes intimating that his powers would of necessity be large, and in case of emergency unlimited, in all local matters. But the necessity disappeared when the Board was constituted, and what might well have been emergent before ceases to be so when the principal is at hand to be consulted and to give orders. In the opinion of Government, Mr. Thorowgood is an officer of the Board, and as such he has no power beyond what the Board sees fit to delegate to him. How far it is prudent to restrict the Engineer's powers in regard to an ordinary

contract, is a different question, and one which deserves the Board's most careful consideration. It is also desirable that his powers should be defined as soon as possible.

3. With regard to the two rival contractors, it is understood that Mr. Thorowgood is now prepared to co-operate with the man whose tender has been accepted by the Board, and is endeavouring to effect an arrangement regarding the stone quarried under the old rates. His Excellency in Council trusts that the Board will do their best to facilitate this arrangement.

4. A copy of these proceedings will be submitted to the Secretary of State.

(True Extract.)

H. E. STOKES,
Ag. Chief Secretary.

To the Chairman, Harbour Trust Board,
with original enclosures returned.

Govt. of (1887) Madras.

MARINE.

Miss Noble W of 3^d March 1887

Recorded.

of J. O. A.

Issued

Recd.

Encl.

G.O., 15th Feb. 1887, Mis. No. 70.

Miss Noble W of 3^d March 1887

FEBRUARY.

Madras Harbour Works.

Passing orders on correspondence respecting the position of Mr. Thorowgood, Superintendent of the Harbour Works, with reference to the —.

14TH MARCH 1887, No. 784 W., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

READ—the following papers :—

From the Honorable R. W. BARLOW, C.S., Chairman, Harbour Trust Board, Madras, to the Chief Secretary to Government, dated Madras, 21st December 1886, No. 1633.

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 resolution, No. 2, thereon, passed unanimously by the Board at their meeting held this day, and to request that an early representation may be made to the Government 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 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 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-eastern 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 the matter had not that practical personal local experience of the harbour that is possessed by Captain Taylor, our talented Port Officer, and the Trustees.

ENCLOSURE.

From J. H. TAYLOR, Esq., Lieutenant, R.N.R., Port Officer, Madras, to the Chairman, Harbour Trust Board, dated Madras, 9th December 1886, No. 11537.

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 light-houses of Armeghon 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 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 Armeghon, 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 place has never been visited with the full fury of a storm from the sea, such even as Arme-ghon 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, modifying 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. Parkes' contention that the waves on entering his harbour would spread about and become innocuous, which they would do, if caused by the wind, though not by any means to the extent he is pleased to assume. On the other hand, the mighty swell thrown off by the storm comes with far greater velocity; its motive power supplied from a distance never weakens, and on all the occasions the port has been visited by them, they have reached the platform of the iron pier, which stands eighteen feet above mean sea level. This was particularly noticeable in the rough weather that caused the destruction of the outer walls, for although the arms were finished as to length, the swell came in as I have described, and all the cargo boats in the place were wrecked, the beach ravaged, the low-level jetties then in course of construction utterly swept away, before a block fell from the walls. It is obvious therefore to any one interested in the prosperity of the harbour that the only remedy is to close the eastern opening, and thus secure smooth water. An opening to be made at the north-east corner protected by an extension of the outer sea-wall in a northerly direction, until the angle is reached which experience teaches us is the extreme one at which the waves approach the shore is passed and entrance cut off. The smooth water thus obtained would enable many beach improvements to be adopted and relieve the work of the port, which suffers seriously from the great height of the iron pier, and consequent necessity of hoisting all goods upon it, except a few which from their nature can be landed or shipped on the beach in masoolah boats. The closing of the eastern opening would also enable the authorities to utilise a very much larger portion of the deep water space, the importance of which in so small an area cannot be over-rated.

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 north-east to north-west; 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 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 on the south pier end. This danger would be removed by a north-east opening, as they would start from their moorings with the wind ahead and be able to put on steam at once. The opinions of a number of commanders of first-class steamers accompany this paper. The number could have been multiplied *ad infinitum*, for no one has yet given a contrary judgment. Sir M. E. 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 Engineers has ever visited Madras, and their judgment must have been formed from interested reports, for it conflicts with all local experience. I have been informed by Sir Theodore Hope that this subject, which is now attracting a larger measure of attention, may be brought before the Government of India by the Port Trust, with the certainty that it will receive due consideration. The obvious duty of the Port Trust is to secure the best article of the kind for Madras, and if the members of the Board agree with these remarks, I hope the subject will be brought forward, while there is yet time to effect the change. Mr. Parkes, at a meeting held in the India Office in July 1884, admitted that the change could be made without much difficulty, and he made a rough sketch, for General Strachey's information, of the method he would recommend to be pursued. It is quite certain Madras will have no harbour worth its cost, or indeed of any real value, until the eastern opening is closed.

EXTRACT from Proceedings of the Harbour Trust Board at a Meeting held at the offices of the Board on Thursday, the 16th day of December 1886.

2. Read letter, No. 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-eastern 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 Baddeley, 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 of steamers visiting the port, are, without exception, in favor of closing the eastern opening, and substituting an entrance at the north-east corner. The Board are further

unanimously of opinion that a north-east entrance is absolutely essential to the success of the harbour.

Transferred to the Public Works Department.

(By Order.)

(Signed) H. A. STUART,
Under Secy.

6th January 1887.

From the Honorable R. W. BARLOW, C.S., Chairman, Harbour Trust Board, to the Secretary to Government, Public Works Department, dated Madras, 25th January 1887, No. 1997.

I have the honor to acknowledge receipt of your letter, No. 211 C., dated 21st instant, requesting that I will obtain and forward any remarks that Mr. Thorowgood may have to make on the subject of the harbour entrance.

2. He has been communicated with, and his reply shall be submitted to you when received.

From the same officer, dated Madras, 1st February 1887, No. 2056.

In reply to your letter, No. 211 C., dated 21st January 1887, I have the honor to forward, for your information, 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.

ENCLOSURE.

From F. N. THOROWGOOD, Esq., M. Inst., C.E., Superintendent, Madras Harbour Works, to the Secretary, Harbour Trust Board, dated Madras, 31st January 1887, No. 600 M.

In reply to your letter of 25th January, No. 1926, 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 340 days in the year, while with the eastern 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, September, and October 1881, with the entrance nearly 600 feet wide. Large sailing ships were, with ease, moored in the harbour. With the proposed 450-foot entrance and the raised walls the water will be smoother than in 1881.

3. 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 heaviest sea was shown, but the Committee's idea was to place such 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.

4. It is doubtless known that I have modified some of my views regarding the north-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 subjoin 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 inshore 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 fact that supposing a sea of unprecedented 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 560-foot entrance and low walls the advantage of the present 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 taking 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 generally 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.

ENCLOSURES.

From the Honorable R. W. BARLOW, C.S., Chairman, Harbour Trust Board, to the Superintendent, Madras Harbour Works, dated Madras, 15th January 1887, No. 1860.

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 reference 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 Madras, and the Supreme Government, and no final decision having as yet been arrived at, any reference to the India Office would be quite premature 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.

From F. N. THOROWGOOD, Esq., M. Inst., C.E., Superintendent, Madras Harbour Works, to the Chairman, Harbour Trust Board, dated Madras, 17th January 1887, No. 560 M. :-

I have the honor to acknowledge the receipt of your letter of 15th January, No. 1860, and I 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 received your request to submit a design for a protecting arm I sent a short telegram to Mr. Parkes, 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 approach this subject in any way.

EXTRACT from Proceedings of the Harbour Trust Board at a Meeting held at the offices of the Board on Thursday, the 10th day of February 1887.

2. Read Proceedings of the Madras Government, Mis. No. 58, dated 9th February 1887, forwarding telegram from the Secretary of State, dated 1st idem, to the effect that this Board should not interfere with the authorised design of the Madras Harbour.

Read also minutes thereon by Mr. E. P. Oakshott, Captain Baddeley, R.E., Mr. R. G. Orr and Mr. Cowasjee Eduljee.

Resolved that the Trust need scarcely inform Government that they never had the slightest intention of any direct "interference" as regards "the authorised 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 transmitted by Government for the consideration 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 M., dated 17th January 1887 (disposed of in the Board's resolution, No. 4, of 20th January 1887) which appears to have elicited this telegram from the Secretary of State, as well as any communications he may have since addressed to Mr. Parkes on the same subject.

EXTRACT from Proceedings of the Harbour Trust Board at a Meeting held at the offices of the Board on Thursday, the 20th day of January 1887.

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

Read reply thereto from the Superintendent, Madras Harbour Works, No. 553 M., 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 the instance of the Board.

Read also reply thereto, No. 560 M., dated 17th January 1887, regretting that the reference had been made, and explaining that he had not the least 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. Thorowgood should have considered it necessary to refer by telegraph to Mr. Parkes without first communicating with the Chairman.

Transferred to the Public Works Department.

(By Order.)

(Signed) W. S. MEYER,
Asst. Secretary.

25th February 1887.

From the Honorable R. W. BARLOW, C.S., Chairman, Harbour Trust Board, Madras, to the Chief Secretary to Government, dated Madras, 12th February 1887, No. 2193.

In continuation of my letter, No. 2177, dated 11th February 1887, I have the honor to submit, for the information of Government, copy of a letter received from the Superintendent, Madras Harbour Works, No. 634 M., dated 12th idem, in reply to the latter portion of resolution of the Harbour Trust Board, No. 2, of 10th instant.

ENCLOSURE.

From F. N. THOROWGOOD, Esq., M. Inst., C.E., Superintendent, Madras Harbour Works, to the Chairman, Harbour Trust Board, dated Madras, 12th February 1887, No. 634 M.

I have the honor to acknowledge the receipt of your letter, No. 2176, of 11th February, with copies of proceedings of the Harbour Trust Board on Thursday 10th February 1887.

2. It will be recollected that an 8th January (received by me 10th) No. 1755 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 overhanging 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 ever 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 14th January, 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 —

- (1) Whether it was within the power of Board to re-open the entrance question.
- (2) Whether I should be justified in giving independent advice on such a question.

5. By mail of 21st January 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 I shall get into trouble for having sent the letter, No. 600 M., of 31st January 1887, to the Secretary to Government, Public Works Department, through you, on the north-east entrance.

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, 3rd February 1887, No. 1, Public Works.

Your Excellency will have received my telegram, as marginally quoted,* dated

Entrance to Madras Harbour.

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

"Madras Harbour. Instruct Board that no interference with authorised design permissible."

† Dated 11th January 1887.

is enclosed), from which it would appear that the Harbour Board were considering the reopening 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 predecessor's telegram to the Viceroy, of the 5th June last, no interference by the Board with the prosecution of the work in accordance with the authorized design can be permitted, either in respect to the matter now under consideration, or any other, without my express sanction; and that no proposals for change should be entertained without first consulting Mr. Parkes, the responsible Consulting Engineer for the works.

ENCLOSURE.

Madras Harbour.

23, Abingdon Street,
11th January 1887.

I have the honor 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.

I have, &c.

(Signed) W. PARKES.

The Under Secretary of State for India.

ORDER—dated 14th March 1887, No. 784 W., Public Works.

The despatch from the Secretary of State above recorded will be communicated to the Chairman, Madras Harbour Trust Board, with intimation that the Government will forward to the Home Government copy of the Board's resolution, dated 10th February 1887.

2. The Government of India will be addressed on the subject of the correspondence submitted by the Harbour Trust Board.

(Here enter No. 785 W., dated 14th March 1887.)

(True Extract.)

(Signed) J. O. HASTED, Colonel, R.E.,
Secretary to Govt., P.W.D.

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

Exd. E. Fernandez.
Spare Copies

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of (1887) Madras.
PUBLIC WORKS.

Dated March, 14th.

Recd.

Encl.

G.O., 14th March 1887, No. 784 W.

MARCH.

Madras Harbour

Orders on certain correspondence on the
question of the entrance to the —.

14TH MARCH 1887, No. 785 W., PUBLIC WORKS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

LETTER—from

COLONEL J. O. HASTED, R.E.,

Secretary to the Government of Madras,

Public Works Department,

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,

PUBLIC WORKS DEPARTMENT.

SIR,

With reference to the despatch from the Secretary of State for India, No. 56, dated 25th September 1884, forwarded with your endorsement, No. 415 M., dated 28th October 1884, I am directed to forward the accompanying * correspondence, in which the Madras Harbour Trust Board strongly urge a reconsideration of the proposal to adopt a north-eastern entrance for the Madras Harbour.

2. The views of this Government, and those of the Committee appointed in 1883 to consider the subject of the reconstruction of the harbour, were fully stated in this office letters, No. 1856 W., dated 4th July 1883, and No. 2862 W., dated 11th October 1883, and the papers forwarded therewith; but as His Excellency the Governor in Council recognises that Captain Taylor has brought forward 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, and 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 Secretary of State. It may also be noticed that Mr. Parkes himself allowed that the question might be considered when the work was further advanced.

3. With advertence to the despatch from the Secretary of State, No. 1, dated 3rd February 1887, printed with the Proceedings now forwarded, I am to call attention to the resolution passed by the Harbour Trust Board on the 10th February 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 consideration of the Government of India and the Secretary of State, their unanimous opinion as to the imperative necessity for a north-east entrance to the harbour.

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

I have the honor to be,

Sir,

Your most obedient servant,

Colonel, R.E.,
Secy. to Govt., P.W.D.

FORT ST. GEORGE,
14th March 1887.

Exd. E. Fernandez.
Spare Copies

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of 1887 Madras.
PUBLIC WORKS.

Dated March, 14th.

Recd.

Encl.

14th March 1887, No. 785 W.

MARCH.

Madras Harbour

The Government of India addressed on
the subject of the necessity for a north-
eastern entrance for the —.

[C. No. 8.]

GOVT.
OF MADRAS.

1887.

(P. W.
(DEPT.

EXAMINER, P. W. ACCOUNTS.

Madras, 12 March

1887.

OFFICE NOTE No. 810

To
W.



Enclosed

Please see the accompanying
Contingent Bill of the Harbor Works
for February 1887.

KEEP-WITH

Genl. No.

dated

1887

2. A charge of Rs. 109-11-0 is
made for telegrams to London on
what appears to me to be personal
matters and unconnected with the
interests of the public service. *note*
Cont/sum 903a
3. I beg to be favored with
orders whether or not I am to pass
the charge.

OCJ

C.

H. 12

29

12/3

P.W.D. 206

14.3.87

14.3

Reference to
the telegram sent
Harlem, New York, for
favor of opinion

In actual Colonial
Service of India

15.3.87

No. D.

Government of Madras.

PUBLIC WORKS DEPARTMENT.

Chepak, 19 March 1887

OFFICE NOTE.

From J.W.

To W.

All telegrams sent to London
by the Superintending Engineer, are
marked "private" by the
Telegraph Dept., as the Supt. H.W.
is not an officer authorised
to telegraph to London or
other places out of India, on
the public service Code para 902.

In place of order No 534 W of
17th March 1887 it is proposed
to say

"It is observed that the
telegrams are not sent
in the interests of the
public service. Their cost
is not therefore admissible
as a charge on the contingent
bill of the Madras H.W. Works

Draft accordingly & circular
serial draft not this date
19/3/87.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Under date the

Read the following

Office note from the Examiner P. W. A. No. 810 dated 12th March 1887.

Order thereon N^o 834. W. A. 17th March 87.

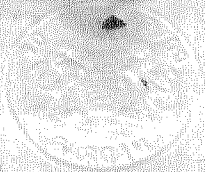
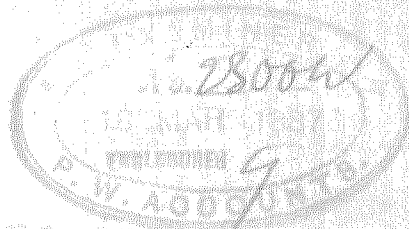
It is observed that the telegrams are marked "private." Their cost is not therefore admissible as a charge in the contingent bill of the Madras Harbour Works.

(True Extract)

W. A. Boddington *Comptroller*

Under Secretary to Govt
P. W. A.

The Examiner P. W. A. accounts
with 9 enclosures



PUBLIC WORKS DEPARTMENT.

W2 834-W

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Under date the 17 March 1887

Read the following

Office note from the Examiners
P.W. accounts No. 810 of 12 March 1887.

Superseded

It is observed that
the telegrams are marked
"private". Their cost is not
therefore admissible as a
charge in the contingent
bill of the Madras Harbour
Works.

Done
16/3/87

Esc: P.W. accts, with g. encl. S
Chairman M. H. J. Board.

read
17/3/87

To supersede order already issued

PUBLIC WORKS DEPARTMENT.

No. 834 W.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Under date the 17th March/87

Read the following

Office note from the Examiners (H.E. No 870 5/12 March/87)
P.W. Accounts

It is observed
that the telegrams were
not sent in the interests
of the public service.
Their cost is not there-
fore ^{without further explanation} admissible as a
charge in the con-
tingent bill of the
Madras Harbour Works.

B. No 834. W. 17-3-87

By Mr. auto, with 9 Belos
Chairman, M.H.T. Board.

24/3
Sole
19/3/87

Substituted for
the same number

834 W. 4/17 March 1887

Handwritten signature

834 W. 4/17 March 1887

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