No 2352 W d/2nd August
1888

Communicated
to the S E I circle
and the Examiner
of P W accounts.

Joll
30/7/88

Cu/

B 4/8

W/27/7

D 3/8

I To the S E I circle
" chief Engr for I
" Examr of P W accounts

B. 27.7.88
7.0

P.W

Govt. of 188
Local and Mun

(G)

To

The P. W. Department

Recd 27.7.88

Proceedings, dated 23rd July 1888.
No. 1345 L (Mis).

Subject.

No 2352 W d/2nd August 1888

Requesting the Accountant General to place at the disposal of the Public Works Departt. Rs 300, being contribution payable to D.W. for widening the road way on sluice to Pedapudi channel just above the Mukkamala Lock Godavari.

W/B/

No 2353 W

PUBLIC WORKS DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 2nd August 1888

~~Read the following~~

With reference to G.O. No 2238 W d/23 July 1888, the grant of an advance of Rs 100 to Mr B. J. Matthews is sanctioned.

2/8/88

Joll
4/8/88

D

Supdg Engr D. Project

Dd 4/8/88

Cls

2910 C – 2-8-88
2908-9 C – 1-8-88
2882 C – 31-7-88
2238 W – 23-7-88

Urgent

E a.a. 3/8

Desp—

No. 2353 W 1/2nd August 1888

3/8

Draft answer

1. That the Defendant ~~has~~ does not admi that the Plaint lands were taken up for the Southern bank of the North Channel as alleged in the plaint either in 1881 or at any other time. In 1869-70, 24·55 acres of lands were taken up and paid for, and no lands were taken up subsequently — even if the Plaint lands were taken up in 1869-70, the suit is barred by limitation.

2. That no land has been taken up in 1887 nor have any one's rights been interfered with, the action of the Government officers having been confined to a preliminary marking out of certain land belonging to Government; hence there is no cause of action.

3. That Defendant is unaware of Plaintiff's title ~~to sue~~ in this matter as there are many sharers for the fields entered in the Schedule.

(Signed) F. A. Nicholson
Ag. Collector

(True Copy)
(Signed) F. Levy
for Collector

(True copy)
A. S. [illegible]
Executive Engineer
14-7-88

T.N.
2/578/88

En1
7350/88

OFFICE OF THE SUPERINTENDING ENGINEER,
6TH CIRCLE.

Palni 20' July 1888,
Desp'd 24'

No. 4267 N

From
J. W. Rundall Esq.^r M.I.C.E.
~~The~~ Superintending Engineer,
6th Circle.

To
The Chief Engineer
P. W. D.

ENCLOSURES.
1 Copy of Draft answer to plaint.

Sir,

I have the honor with reference to G.O No 2026 W of the 5' Instant to state that I have received from the Executive Engineer Tinnevelly Division a revised Draft answer to the Plaint in the suit regarding the Tambrapurni Left Bank Land case.

2. This revised draft has been prepared by the Collector in consultation with the Vakil employed.

3. I request therefore that this draft answer may be approved in substitution of that previously sent up and approved in para 1 of the G.O. already quoted.

4. At the request of the Coll

the Executive Engineer has applied for a postponement of the hearing of the suit till the 18' August to admit of the approval of Government to the amended draft reply being received.

I have the honor to be
Sir
Your most obedient servant

J. W. Rundall
Supt. Engineer B.C.

-014C. 26.7.88
B. No 2250W. 23.7.88
" 2026W. 5.7.88
No 2138C. 6.6.88
" 1722C. 26.4.88
B. No 1213W. 24.4.88
No 1482C. 6.4.88
" 1464C. 5.4.88
" 2109W 12.7.88

No 1385C. 27.3.88
" 1116C. 15.3.88
" 1115C. 15.3.88
" 885C. 2.3.88
" 884C. 2.3.88
B. No 2784W. 23.1.88
G.O. 16 J. 7-1-84
" 905 J. 16.11.83

~~Dec~~
~~No~~ 2354 (7) W d/ 2nd August 1888
~~914~~
31
B

The revised draft answer is approved.

Jdn 27/7/88

Dec pr —

Supty. Engr. VI Circle √D
2/8/88

B.S.S. 25.VII
D 27.VII.88
B. 26.7.88
O.S.S. 15/VII/88
Hm 30/7/88
R.M 31/7/88
S 4/8

P. W. D. 6TH CIRCLE.

(7)

From
The Superintending Engineer,
6th Circle.

To
The Chief Engineer
P.W.D
Madras

No. 426TN

Dated 20th
~~Desp~~ 24th
Received 26th } July 1888

√ Enclosure. One

No 2354 W d/ 2nd August 1888

Forwards for approval the Revised Draft answer to the plaint in the suit regarding the Lower Coleroon Left Bank Land case in substitution of the one already approved in para 1 of G.O. No 2026W d/ 5th July/88.

With order

No. 1669,

SUPERINTENDING ENGINEER'S OFFICE,
V Circle, Madras,
Bangalore ~~Chepauk~~ 18 July 1888.

From
Coll. H. M. Vibart, R.E.
SUPERINTENDING ENGINEER, V CIRCLE,

To
THE Chief Engineer
P.W. Department.

Enclosures.

SIR,

With reference to G.O. No 1071 W dated 9th April 1888, I have the honor to report that the two extra Clerks therein sanctioned were entertained from the 1st May and up to date, the Records for 1852. 1856. 1858 and 1860 to 1880 have been sorted by years. The records for 1865 to 1869. 1874 and 1876 have been sorted by months. The sorting by months for the other years is being proceeded with. And after the records have all been sorted by months each month's papers will have to be sorted and arranged for each date separately. The Executive Engineer requests that sanction may be given for the

the continued employment of the extra Clerks for a further period of two months. I have the honor to recommend that sanction be given accordingly -

I have the honor to be
Sir
Your Most Obedt. Servant

Coll. R.E.
Superintg. Engineer
5th Circle.

B. No 1771 W. 15-6-88
" 1071 W. 9-4-88.

21-3-09

(28)

~~H.W.~~

No B 2357 W. of 2nd August 88

~~S.H.~~
31 July

The continued employment for a further period of two months of the two clerks referred to in the G. Os. marginally quoted, is sanctioned, but it must be understood that no further extension will be allowed.

No 1071. W. of 9th April /88.
" 1771 W. " 15th June /88

Jott
24/7/88

B 11/3/6

To The Supdg. Engr. V. Circle √
" Exam. P. W. Acts √

Despd 3-8-88

B.S. 10.811 / 0.35

B. 23-7-88 O.L.S. 150/VII/88

A.M. 27/7/88

From

THE SUPERINTENDING ENGINEER,

V Circle,

To (28)

THE Chief Engineer
P. W. Deptt.

Dated 18th }
Recd. 20th } July 1888.

ENCLOSURES.

No. 2357 W. of 2nd August 1888

No. 1669.

Records.

Reports on the progress made in Sorting of ——— in the Presidency Divn & recommends the continuance of the employment of extra clerks

---

...NDIA.
...RTMENT.

...N.

No 165 T

Com... of G.O.
of
State ... = ~~compo~~ classification of ... grams.

Encl. Furnished.

AR
23-3-09

Chief Secy.
23-3-09

To
The Head Clerk
P.W.D. Rys.
Chepauk.

Returned with thanks

Ld 8/4

Head Clerk
PWD Ry

To The Supdt
General Records.

B. No 1771 W. 16-6-88
" 1071 W. 9-4-88.

21-3-07

P. W. C. Ew 7122

(28)

~~H~~

From

THE SUPERINTENDING ENGINEER,

V Circle,

To

(28)

THE Chief Engineer
P. W. Deptt.

Returned with thanks

To The Secy
General Board

Head Clerk
Chief Engr

Clerks
with order

B. 23-7-88

NDIA.

ARTMENT.

N.

ass for State messages.

, 1888.

os. 410-42-T., dated the 14th November

eral, No. 133, dated the 19th April 1887.
Commerce, No. 4278, dated the 24th
ments and Administrations, and to all

$\frac{\text{M.}}{585}$, dated the 7th September 1887.
$\frac{\text{R. S.}}{376}$, dated the 7th September 1887.
vara, No. 1110, dated the 9th September

3, dated the 7th September 1887.
tern Provinces and Oudh, No. $\frac{\text{T. A. D.}}{10165}$, dated

rn Provinces and Oudh, No. $\frac{1208}{\text{XII}-440\text{-A.}}$, dated

o. $\frac{\text{G.}}{16162}$, dated the 16th September 1887.
$\frac{1666}{1887}$, dated the 15th September 1887.
rovinces, No. $\frac{4769}{255}$, dated the 17th September

o. 5570, dated the 17th September 1887, and

dated the 15th September 1887.
, dated the 16th September 1887.
1002, dated the 12th September 1887.
372-G., dated the 20th September 1887.
es, No. $\frac{\text{G.}}{2995}$, dated the 22nd September 1887.
s, No. 2611, dated the 29th September 1887.
na, No. 632-212-A., dated the 24th September

No. 1826, dated the 25th October 1887.
572, dated the 9th November 1887.
. 57, dated the 12th January 1888.
asuries, No. $\frac{2512}{\text{T.A.}}$, dated the 6th February 1888.
No. $\frac{\text{I-T.}}{439}$, dated the 3rd March 1888.

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ders contained in the Resolution of November
e Government of India introduced the pre-
ams, by which, instead of being despatched

B-No 1771W. 16-6-88

S. Pw

We received two copies of the paper applied for but have hardly enough left for office use. We have already supplied 14 copies to M.D. Original & all the copies left just up.

D. P.
11-8-88

P.W.

[illegible] could be obtained [illegible] on demand.

Have obtained some copies from Rev. Dept which I have made over to Mily Dept.

At Public Dept [illegible] all the copies they do not want [illegible] on the papers [illegible] from that Dept.

[illegible]
11/8

P. W. C. 2007/120

From

THE SUPERINTENDING ENGINEER,

V Circle,

(28)

To

THE Chief Engineer
P. W. Deptt.

To the Deptt.
Genl. Branch

Clerks
with order

No. 165 T.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

CIVIL WORKS.

Telegraph.

RESOLUTION.

Introduction of the "Ordinary" Class for State messages.

Simla, the 14th July, 1888.

READ again—

Resolution in the Public Works Department, Nos. 410-42-T., dated the 14th November 1881.

Read also—

Letter from the Comptroller and Auditor General, No. 133, dated the 19th April 1887.

Circular in the Department of Finance and Commerce, No. 4278, dated the 24th August 1887, to the several Local Governments and Administrations, and to all Accountants General and Comptrollers.

Replies to the above—

From the Accountant General, Bengal, No. $\frac{\text{T. M.}}{585}$, dated the 7th September 1887.

From the Accountant General, Punjab, No. $\frac{\text{R. S.}}{376}$, dated the 7th September 1887.

From the Chief Commissioner, Ajmere-Merwara, No. 1110, dated the 9th September 1887.

From the Comptroller, Hyderabad, No. 4058, dated the 7th September 1887.

From the Accountant General, North-Western Provinces and Oudh, No. $\frac{\text{T. A. D.}}{10165}$, dated the 12th September 1887.

From the Government of the North-Western Provinces and Oudh, No. $\frac{1208}{\text{XII—440-A.}}$, dated the 14th September 1887.

From the Accountant General, Bombay, No. $\frac{\text{G.}}{16162}$, dated the 16th September 1887.

From the Chief Commissioner, Coorg, No. $\frac{1666}{1837}$, dated the 15th September 1887.

From the Chief Commissioner, Central Provinces, No. $\frac{4769}{255}$, dated the 17th September 1887.

From the Chief Commissioner, Assam, No. 5570, dated the 17th September 1887, and enclosure.

From the Comptroller, Burma, No. $\frac{\text{G.I.}}{4}$, dated the 15th September 1887.

From the Comptroller, Assam, No. $\frac{8}{6752}$, dated the 16th September 1887.

From the Government of Madras, No. 1002, dated the 12th September 1887.

From the Resident at Hyderabad, No. 372-G., dated the 20th September 1887.

From the Comptroller, Central Provinces, No. $\frac{\text{G.}}{2995}$, dated the 22nd September 1887.

From the Accountant General, Madras, No. 2611, dated the 29th September 1887.

From the Chief Commissioner, Burma, No. 632-212-A., dated the 24th September 1887.

From the Government of the Punjab, No. 1826, dated the 25th October 1887.

From the Comptroller General, No. 1572, dated the 9th November 1887.

From the Government of Bengal, No. 57, dated the 12th January 1888.

From the Comptroller of India Treasuries, No. $\frac{2512}{\text{T.A.}}$, dated the 6th February 1888.

From the Government of Bombay, No. $\frac{\text{1-T.}}{439}$, dated the 3rd March 1888.

OBSERVATIONS.—By the orders contained in the Resolution of November 1881, cited in the preamble, the Government of India introduced the present system of classifying telegrams, by which, instead of being despatched

B-No 1771 W. 16-6-88

Sir,

We received two copies of the paper supplied for but have hardly enough left for office use. We have already supplied 16 copies to M.D. Signal & all the copies left put up. D.S. 11-8-88

PK

[illegible]

[illegible] copies from Rev Dept [illegible] Dept

[illegible] Dept

Dept

From

The Superintending Engineer,

(28)

V Circle,

To

The Chief Engineer P.W. Deptt.

Clerks

with order

No. 165 T.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

CIVIL WORKS.

Telegraph.

RESOLUTION.

Introduction of the "Ordinary" Class for State messages.

Simla, the 14th July, 1888.

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simply in order of presentation at the Telegraph offices, they receive preference for despatch according as they are paid for as "urgent," "ordinary," and "deferred." At the same time, it was directed that all State messages should be sent as "deferred," unless specially marked as "urgent" by the sender, and that no State message should be despatched as an "ordinary" message. In July 1887, however, from statistics showing the number of State messages classed as "deferred" and "urgent" during the five years ending 1886-87, it appeared that the percentage classed as "urgent" was very much greater in the case of State than of private messages. As this pointed to the withdrawal of the prohibition to send State messages as "ordinary," the opinions of the Local Governments and Administrations and of the Account Officers of Government were requested on the subject. They were asked to report whether they considered that the proposed change would lead to economy, and whether they could suggest any effective check on the abuse of the discretion now allowed to public officers of classifying State messages as "urgent."

2. The opinions called for have now been obtained and considered; and the attention of the Government of India has been particularly drawn to the fact that in many cases State messages are sent as "urgent" merely to save the delay of a day which is presumed to result from sending them "deferred." Nothing is gained by sending such messages "urgent" which would not be equally secured if they were permitted to be sent "ordinary;" it has been consequently determined that the order which forbids the use of "ordinary" State messages shall be repealed.

RESOLUTION.—In future State messages may be classed as "urgent," "ordinary," or "deferred" at the discretion of the sender.

2. Without laying down any precise rules for the classification of telegrams, the following general principles are prescribed for the guidance of officers, who should also bear in mind the necessity for keeping the expenditure as low as possible :—

(1) When it is not necessary that a reply (by post or wire) should be despatched within office hours of the same day, the message should be sent "deferred."

(2) When it is considered essential that a reply should be sent the same day, the message should be sent "ordinary."

(3) "Urgent" messages should be used only—

 (*a*) in cases of real emergency;

 (*b*) in cases where the despatching officer knows that the line is for any reason blocked, and considers his message sufficiently important to take precedence of ordinary traffic.

(4) Telegrams should, except when extreme precision is important, be expressed in as few words as are consistent with clearly conveying the intended meaning; and mere auxiliary or connective words, which can obviously be filled in by the receiver, should be omitted.

3. As regards the check over expenditure, the Government of India, after consideration of the various opinions which have been expressed, does not consider it necessary to prescribe any further check than that of the ordinary controlling authority, who may at any time call upon a subordinate to justify any apparently large expenditure upon telegrams. The Government of India, however, invites the attention of Local Governments to the desirability of including telegraph charges within the contract system of contingencies as the best means of preventing extravagance and abuse of the discretion regarding classification conferred by these orders.

4. The orders contained in this Resolution will take effect from the 1st August 1888.

ORDER.—Ordered, that copies of this Resolution be communicated to the Departments of the Government of India and to the Local Governments and Administrations, noted in the margin, for information and guidance.

Also that the Resolution be published in the *Gazette of India*, and that copies be communicated to the Chambers of Commerce in Bengal, Madras, Bombay, Rangoon and Karachi.

The Department of Finance and Commerce.
The Foreign, Home, Military and Legislative Departments.
The Department of Revenue and Agriculture.
The Governments of Madras, Bombay, Bengal, the North-Western Provinces and Oudh, and the Punjab.
The Chief Commissioners of the Central Provinces, Burma, Assam, and Coorg.
The Resident at Hyderabad.
The Agents to the Governor General for Central India, Rajputana, and Baluchistan.
The Accountant General, Public Works Department.
The Inspector General of Military Works.
The Director General of Railways.
The Consulting Engineers to the Government of India, for Railways, Calcutta, Central Division, and Lucknow.
The Director General of Telegraphs.
The Superintendent of Works, Simla Imperial Circle.

R. C. B. PEMBERTON, Colonel, R.E.,
Secretary to the Government of India.

Govt. C. Press, Simla.—No. 557 P. W. D.—17-7-88—2,864.

2976 W 29.11.81

P.W.C No 7305

B

Communicated to officers and departments of the Madras Government for information and guidance in continuation of G.O. 2976 W. d/29 November 1881.

27/7/88

Sent by [illegible] packet post

×

400 S.C.

but no signed copy

Recd 25. 7. 88

× 2 copies [illegible]

C. E. for I.
C. E. for Rys.
Ex P.W.A.
Ex Ry Accts.
Cons. Architect
Public W. Depts.
Rev. Dept.
Mily. Dept.

18/VII/88

M 27/7/88 Send the spare copies to the Madras offices for issue.

27.VII.88

With order

No. 165 T.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

CIVIL WORKS.

Telegraph.

RESOLUTION.

Introduction of the "Ordinary" Class for State messages.

Simla, the 14th July, 1888.

G.O. No 2976 W 29-11-81

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Read also—

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From the Government of Bombay, No. $\frac{\text{I.-T.}}{439}$, dated the 3rd March 1888.

OBSERVATIONS.—By the orders contained in the Resolution of November 1881, cited in the preamble, the Government of India introduced the present system of classifying telegrams, by which, instead of being despatched

simply in order of presentation at the Telegraph offices, they receive preference for despatch according as they are paid for as "urgent," "ordinary," and "deferred." At the same time, it was directed that all State messages should be sent as "deferred," unless specially marked as "urgent" by the sender, and that no State message should be despatched as an "ordinary" message. In July 1887, however, from statistics showing the number of State messages classed as "deferred" and "urgent" during the five years ending 1886-87, it appeared that the percentage classed as "urgent" was very much greater in the case of State than of private messages. As this pointed to the withdrawal of the prohibition to send State messages as "ordinary," the opinions of the Local Governments and Administrations and of the Account Officers of Government were requested on the subject. They were asked to report whether they considered that the proposed change would lead to economy, and whether they could suggest any effective check on the abuse of the discretion now allowed to public officers of classifying State messages as "urgent."

2. The opinions called for have now been obtained and considered; and the attention of the Government of India has been particularly drawn to the fact that in many cases State messages are sent as "urgent" merely to save the delay of a day which is presumed to result from sending them "deferred." Nothing is gained by sending such messages "urgent" which would not be equally secured if they were permitted to be sent "ordinary;" it has been consequently determined that the order which forbids the use of "ordinary" State messages shall be repealed.

RESOLUTION.—In future State messages may be classed as "urgent," "ordinary," or "deferred" at the discretion of the sender.

2. Without laying down any precise rules for the classification of telegrams, the following general principles are prescribed for the guidance of officers, who should also bear in mind the necessity for keeping the expenditure as low as possible :—

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(3) "Urgent" messages should be used only—

(*a*) in cases of real emergency;

(*b*) in cases where the despatching officer knows that the line is for any reason blocked, and considers his message sufficiently important to take precedence of ordinary traffic.

(4) Telegrams should, except when extreme precision is important, be expressed in as few words as are consistent with clearly conveying the intended meaning; and mere auxiliary or connective words, which can obviously be filled in by the receiver, should be omitted.

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4. The orders contained in this Resolution will take effect from the 1st August 1888.

ORDER.—Ordered, that copies of this Resolution be communicated to the Departments of the Government of India and to the Local Governments and Administrations, noted in the margin, for information and guidance.

The Department of Finance and Commerce.
The Foreign, Home, Military and Legislative Departments.
The Department of Revenue and Agriculture.
The Governments of Madras, Bombay, Bengal, the North-Western Provinces and Oudh, and the Punjab.
The Chief Commissioners of the Central Provinces, Burma, Assam, and Coorg.
The Resident at Hyderabad.
The Agents to the Governor General for Central India, Rajputana, and Baluchistan.
The Accountant General, Public Works Department.
The Inspector General of Military Works.
The Director General of Railways.
The Consulting Engineers to the Government of India, for Railways, Calcutta, Central Division, and Lucknow.
The Director General of Telegraphs.
The Superintendent of Works, Simla Imperial Circle.

Also that the Resolution be published in the *Gazette of India*, and that copies be communicated to the Chambers of Commerce in Bengal, Madras, Bombay, Rangoon and Karachi.

B W Pemberton Colonel, R.E.,
Secretary to the Government of India.

To The Secy to the Govt. of Madras.
P. W. Departt.

400 spare copies will follow by packet post
Any number of extra spare copies can be
obtained if intimation of the number required
is sent to DPW Simla before the end of this month

Govt. C. Press, Simla.—No. 557 P. W. D.—17-7-88—2,864.

G. O. 2976 W d/ 29. 11. 81

29-3-17. D. I

No 2358 d/ 2nd August 1888

Communicated to the ~~Departments of the Secretariat & to~~ officers of the P. W. Dept for information & guidance with reference to G. O. No 2976 W d/ 29th November 1881.

RAH

The Public & ca Depts with 100 S.C

" Rev Dept with 100 S.C

" Mily Dept with 14 S.C

" C. E. for I

" Cons Engr for Ry with 20 S.C

" Supg Engrs

" Ex: P. W. A.

" C. A. to Govt

" Exr Ry Accts

8/8

C. 25-7-88 R. 30-7-88

P. W. C. No 7305

Vide C. No. 8760/88

400 S.C

Recd 25-7-88

No 2358 d/ 2nd August 1888

File

C. No 8760/88

10th July 1888, No. 320, Marine.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

Read—the following papers :—

From R. W. BARLOW, Esq., C.S., Chairman, Harbour Trust Board, Madras, to the Chief Secretary to Government, dated Madras, 6th June 1888, No. 858.

I have the honor to submit herewith, for the information and orders of Government, a tracing (to be returned) showing a proposed re-alignment of the original Harbour Works construction line, which runs along the east side of the Beach road.

2. As at present laid, it encroaches upon the municipal roadway, and the trustees have been called upon by the President of the Municipal Commission to remove the line to within the limits of their property as defined in Act II of 1886.

3. This the trustees are willing to do—*vide* copy of resolution passed at last night's meeting enclosed—but north of the pier this will necessitate encroachment on the spaces reserved for the Protector of Emigrants, and the Police Department, by Schedule A of Act II of 1886. I have therefore to request the sanction of Government to comply with the demand of the Municipality that the line shall be moved clear of their roadway. This will entail the removal of the west walls of the Deputy Commissioner's office compound, and of the old Custom-house iron yard (now emigration yard), and curtailment of these premises, as shown in the tracing.

4. Connected papers (originals to be returned) are submitted for reference if necessary.

Enclosure.

Extract of Proceedings of the Trustees of the Harbour of Madras at a meeting held at the offices of the Board on Tuesday, the 5th day of June 1888.

* * * * *

4. Read correspondence between the Chairman and Engineer, Harbour Trust Board, regarding alleged encroachment of the Harbour Works construction line upon the beach, and examined plan showing the proposed re-alignment.

Read minutes by Captain H. A. Street, Captain W. L. C. Baddeley, R. E., and the Chairman.

Resolution.—Resolved that the diversion of the Harbour Works construction line as shown in the plan be approved, and that the Chairman be invited to address Government.

* * * * *

From R. W. BARLOW, Esq., Collector of Sea Customs, &c., to the Chief Secretary to Government, dated Madras, 19th June 1888, No. 2080.

I have the honor to acknowledge the receipt of Current No. 490, dated the 16th instant, and, in reply, to observe that I see no objection to the proposal of the Chairman, Harbour Trust Board, being carried out; the necessity is, I believe, a public one, as the Municipality cannot lay down their proposed tramway, the road being narrow at the spots, without interfering with the harbour construction line, which again cannot be moved eastwards without encroaching on the Custom-house iron (now emigration) yard.

2. The carrying out of the proposal will involve the western wall of this yard being knocked down and re-erected a few yards to the east, while certain small godowns, three in number, abutting on it, not shown in the Plan B, and two latrines, will have to be removed altogether.

3. I presume all this will be done, if the Government sanction the proposal, at the expense of the Harbour Trust Board. There will be ample space left for the accommodation of emigrants, for which the yard is now used. The two small latrines, utilised temporarily by emigrants when embarking and disembarking, should be re-erected by the Harbour Trust Board in such manner as may be directed by Government. The small godowns are not used for either emigration or Custom-house purposes, though, I should add, they are just now occupied by the Ordnance and the Public Works departments, to whom they were made over temporarily by me, as Protector, when they had recently to vacate certain accommodation urgently required by the Trust for the pilots, which they had in a building at the inner end of the pier, which had become Trust property under Act II of 1886. From inquiries I have made in the Harbour Trust Department, however, I find that I can, as Chairman, give these departments suitable accommodation in lieu in the Northern Harbour shed, till the general system of harbour improvements and tramway has been carried out.

From Colonel T. WELDON, Commissioner of Police, Madras, to the Chief Secretary to Government, dated Madras, 25th June 1888, No. 45.

I have the honor to return the original papers, relative to a re-alignment of the harbour works construction railway, referred to me for remarks by endorsement dated 16th June 1888.

2. The situation appears to be, that the Municipality, after nearly 13 years' acquiescence, now object to the encroachment of the harbour works railway on municipal land. To remedy this the Harbour Trust Board propose, not only to encroach on Government land, but to demolish Government buildings to enable them to do so. That is, both the Harbour Trust and the Municipality desire to relieve the former by imposing on Government all the inconvenience resulting from the original encroachment permitted by the latter.

3. The proposed re-alignment of this temporary railway will bring it within ten feet of the main building of the Deputy Commissioner's office. As it is, when heavy loads are passing, the vibration is great, and, if the line be brought closer, may be dangerous. Even the present situation of the line involves considerable risk to persons entering and leaving the building, which is a police station as well as the Deputy Commissioner's office.

4. The harbour construction railway is, admittedly, a temporary line, and, seeing that it has been nearly 13 years in work, the necessity for its continuance as a construction line must be approaching termination; therefore any re-adjustment of its position should, I submit, be without prejudice to permanent buildings occupied by other departments, and the object of any move should be to get the line as near as possible to the work it assists. If it be intended to retain the railway for the purposes of the completed harbour, then advantage should be taken of the proposed move to establish it in a position where it can better serve the pier and the various warehouses which now exist—and which doubtless will be added to—on the fine property of the Harbour Trust east of their present boundary.

5. The questions naturally arise—Is it necessary that this construction railway should run on the west side of the buildings referred to? Is it advisable it should do so even in the interests of the Harbour Works or Harbour Trust? As it is possible that Mr. Barlow may feel some difficulty in reconciling the conflicting interests he represents in his triple capacity of Chairman of the Harbour Trust Board, Collector of Madras, and Protector of Emigrants, I may, with all deference to his undoubted desire to be impartial, respectfully suggest that, before sanctioning the destruction and permanent disfigurement of their properties, the Government should obtain some independent professional opinion on what appears, to my lay mind, a simple solution of the problem, namely, to carry the diversion of the line *west* of the Harbour Dues office, and so bring it behind, instead of in front of, all the buildings now jeopardized. By doing this a grave danger to the public, owing to the passage of locomotives close to a public road, will be avoided; the Harbour Trust will have the line entirely on their own property; and the new line will pass close to the two large warehouses and the export shed now existing, and can also serve others to be constructed hereafter.

From R. W. BARLOW, Esq., C. S., Chairman, Harbour Trust Board, to the Chief Secretary to Government, dated Madras, 18th June 1888, No. 1023.

I have the honor to forward, for the information of Government, copy of a resolution of the Harbour Trust Board passed at their meeting held on the 8th March 1888, and in accordance therewith to forward the accompanying tracing and to offer the following remarks. I waited, before addressing Government, till the Engineer and the Municipal Vice-President had come to an understanding regarding the re-alignment of the harbour construction line (*vide* my No. 858, dated 6th June), as I was not sure that this question might not affect the direction of the general system of tramways.

2. It will be observed from the plan that the main features of the scheme are—

(*a*) A series of tramways, running north from the pier, providing connections between it and the Madras Railway premises, for which purpose the line is to be extended northwards to the Company's General Stores yard, the existing lines across the municipal road being brought into communication with the Harbour Trust line by turntables opposite the Stores and the Railway Engineer's yards.

(*b*) A second series of tramways running south, connecting the lines of the South Indian Railway, and serving cranes erected at convenient spots, for unloading heavy weights, which cannot be handled by cooly labor.

(*c*) Godowns erected alongside of both series of tramways, and at the shore end of the pier, to provide accommodation and facilities for handling general import and export cargo. The plan shows only two (Item IV), which are all that are included in the present estimate submitted herewith for the approval and sanction of Government under section 64 of Act II of 1886; they will, however, be extended alongside the tramways, a second line of buildings being further erected, if found necessary, parallel with the first, and will include godowns for storage in bond and under warrant, as is done in Bombay.

3. In my No. 858, above quoted, I reported to Government the advisability, should they so permit, of curtailing the old Custom-house iron yard (emigration yard) as well as the compound of the new Deputy Police Commissioner's office, so as to admit of the line being carried to the east of the Beach road outside municipal limits: the rest of the harbour line, from Messrs. Arbuthnot and Co. north, can be brought within harbour limits without encroaching on other property, but it is impossible to do so at these two places; and I may conveniently mention here that the Trust are of opinion that the old iron yard might very well be made over by Government to the Board, who would undertake to provide similar accommodation and sheds elsewhere on their property, for emigrants embarking and returning, at a spot quite as convenient as regards the boats. The utility of this yard to the Trust would be enormous, situated as it is near the shore end of the pier where all the tramways divide, and it would be specially convenient for goods-sheds, office, or bonded warehouses. I hope Government may see fit to take this into consideration. They would be conferring a

great boon on the Board without any loss to the State, for the emigrants would be equally, if not better, provided for elsewhere, while the yard is of no use to the Custom House, and Government are aware that a large space is available within the Custom House itself—which is temporariiy made over to the Trust—and which could be utilized on any sudden call for further accommodation arising from re-imposition of the tariff, or like contingency.

4. There is another very important point connected with this subject. The Board, as at present constituted, do not approve of the arrangement come to between the late Board and the various Military departments (*vide* G.O., Marine, No. 484, dated 28th October 1887), under which the latter were to have certain spaces allotted, on which they were to erect their own storehouses, though the present Trust are prepared to meet these departments on even more liberal terms. The late Trust stipulated that military buildings should be in unison with the general design of the Trust's warehouses, but the present Board are strongly of opinion that all buildings within the arms of the harbour should be erected by them on one general design and at their own expense—subject, of course, to the approval of Government, and to the necessary accommodation in full being rented to the departments at such rates as may be agreed on. I am requested to ask the early orders of Government on this point. I need scarcely add that, in case of any sudden State emergency, like the recent Burma war, the Trust would be prepared to place the whole of their premises, if necessary, at the disposal of Government without any charge beyond the ordinary dues.

ENCLOSURES.

EXTRACT of Proceedings of the Trustees of the Harbour of Madras, at a meeting held at the offices of the Board on Thursday, the 8th day of March 1888.

* * * *

2. * * * *

Read again correspondence and proceedings in reference to military requirements within the arms of the harbour.

Resolution.—Resolved that the Chairman be invited to address Government.

Examined again plans and estimates, and read again correspondence in reference to proposed beach improvements.

Read minutes by Messrs. G. L. Chambers, J. McLintock, J. R. Hunter, Captain W. L. C. Baddeley, R.E., Captain H. A. Street, Indian Marine, and the Chairman.

Resolution.—Resolved that the sketch plan of suggested improvements drawn up by Captain Street and the Secretary be approved, and that it be forwarded to the Engineer as a general guide upon which to prepare working drawings and an estimate for submission to the Board. The Chairman is invited to address him on the subject, and also to submit to Government the views of the Trust in reference to the space now reserved for the use of the Emigration Department and Deputy Commissioner of Police.

* * * *

ESTIMATE called for in Resolution of Board, dated 8th March 1888, for proposals indicated roughly on sketch plan.

	RS.	A.	P.	RS.	A.	P.
I.—Work to south of Iron Pier—						
5,145 cubic yards laterite topping at Rs. 2 ..	10,290	0	0			
4,263 do. of sand embankment at 6 annas.	1,598	10	0			
648 do. tailing out of slope at 6 annas ..	243	0	0			
260 tons pitching slopes of embankment at Rs. 2 per ton	520	0	0			
	12,651	10	0			
Add 10 per cent. for contingencies and superintendence	1,265	2	7			
Total ..	13,916	12	7	13,916	12	7
II.—Railways—						
915 running feet Line A broad guage at Rs. 2-10-0.	2,401	14	0			
618 do. Line B „ at „ 2-10-0.	1,622	4	0			
3 sets points and crossings at Rs. 128	384	0	0			
	4,408	2	0			
Add 10 per cent. for contingencies and superintendence	440	13	0			
Total ..	4,848	15	0	18,765	11	7
III.—1. Corrugated iron shed with platform 114′ × 40′ ..	3,512	0	0			
Add 10 per cent. for contingencies and superintendence	351	3	2			
Total ..	3,863	3	2	22,628	14	9
IV.—2. Masonry sheds without platform at Rs. 9,740 ..	19,480	0	0			
Add 10 per cent. for contingencies and superintendence	1,948	0	0			
Total ..	21,428	0	0	44,056	14	9
V.—Add separately for Line A—						
641 running feet at Rs. 2-10-0	1,682	10	0			
1 set of points and crossings	128	0	0			
	1,810	10	0			
Add 10 per cent. for contingencies and superintendence	181	1	0			
Total ..	1,991	11	0	46,048	9	9
VI.—Work north of Iron Pier—						
1,901 cubic yards laterite topping 1′ deep at Rs. 2.	3,802	0	0			
474 do. sand embankment at 6 annas ..	177	12	0			
252 do. tailing out of slope at 6 annas ..	94	8	0			
260 tons pitching slopes of embankment at Rs. 2.	520	0	0			
	4,594	4	0			
Add 10 per cent. for contingencies and superintendence	459	6	10			
Total ..	5,053	10	10	51,102	4	7
VII.—Railways—						
Line D from Iron Pier—						
1,600 to our line at Rs. 2-10-0	4,200	0	0			
Line E from turn-table to north of 10-ton crane—						
565 lineal feet at Rs. 2-10-0	1,483	2	0			
740 lineal feet from boat-shed north at Rs. 2-10-0.	1,942	8	0			
2 sets South Indian Railway points and crossings at Rs. 128	256	0	0			
1 set points and crossings of our own	185	0	0			
3 large turn-tables at Rs. 700	2,100	0	0			
1 corrugated shed with platform 114′ × 40′ ..	3,512	0	0			
	13,678	10	0			
Add 10 per cent. for contingencies and superintendence	1,367	13	10	15,046	7	10
Grand Total ..				66,148	12	5

MADRAS,
30th April 1888.

(Signed) F. N. THOROWGOOD,
Engineer, Harbour Trust Board.

From R. W. BARLOW, Esq., C.S., Chairman, Harbour Trust Board, Madras, to the Chief Secretary to Government, dated Madras, 20th June 1888, No. 1056.

In continuation of my letter, No. 1023, dated 18th instant, I have the honor to forward herewith, for the information and orders of Government, copy of a further resolution passed by the Harbour Trust Board at their meeting last evening, in reference to the office of the Deputy Commissioner of Police.

2. The Trust have no option but to ask permission to break down the wall and curtail the compound, and should the Commissioner of Police consider that this would interfere with his occupation of the building, the Trust are quite willing to purchase it at a fair valuation; indeed, they would, under any circumstances, be glad to obtain possession of this building, as it is most conveniently situated for harbour purposes, whereas the police could easily be accommodated elsewhere.

Enclosure.

Extract of Proceedings of the Trustees of the Harbour of Madras at meeting held at the Offices of the Board on Tuesday, the 19th day of June 1888.

* * * * *

2. Read note by Chairman in reference to that portion of the Board's Resolution, No. 2-C., dated 8th March, having reference to the office of the Deputy Commissioner of Police.

Resolution.—Resolved that the Chairman be invited to ask Government whether they would be disposed to sell the office of the Deputy Commissioner of Police to the Trust, and, if so, at what price.

* * * * *

Order—dated 10th July 1888, No. 320, Marine.

The papers read above relate to the following proposals made by the Harbour Trust Board:—

(*a*) The re-alignment of their construction railway line, which at present falls partly within municipal limits.

(*b*) The acquisition from Government for that purpose of the office of the Deputy Commissioner of Police and the emigration yard.

(*c*) The construction of a series of tramways to run north and south of the pier towards the Madras Railway on one side and the South Indian Railway on the other.

(*d*) The immediate erection of two godowns, for import and export cargo, by the shore end of the pier, and the ultimate construction of others along the proposed tramway lines.

2. The Government resolve to refer these matters for consideration and report (after personal inspection) to a committee composed of the following officers:—

The Chief Engineer, Public Works Department;
" Consulting Engineer for Railways;
" Chairman, Harbour Trust Board;
" Commissioner of Police, Madras;
" Port Officer, Madras;
" President, Madras Municipal Commission; and
" Commissary-General.

3. If the committee find it necessary to modify the decision come to in G.O., 28th October 1887, No. 484, regarding the allotment of sites within harbour limits to the various Military departments, they should arrange to meet and discuss matters with the Military officers who attended the conference of the 12th February 1887, the decisions of which were approved in the Government Order above cited.

(True Extract.)

H David
for Under Secy P.W.D.
for *Ag. Chief Secretary.*

To the Chairman, Harbour Trust Board, with plan and enclosures returned.
" Port Officer, Madras.
" Other officers mentioned in paragraph 2.
" Public Works Department.
" Military Department.

Exd. A. Raitt.

~~Marine G.O. No 484 d/ 28.10.87~~
B. No 3029 W. d/ 10-11-87.

No 2360 W d/3rd August
1888
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+ vide Cur. 7399

Govt. of {1888} Madras.

MARINE.

13. S.C.

Issued

Recd. 27. 7. 88.   Encl.

G.O., 10th July 1888, No. 320.

No 2360 W d/3rd August
1888

JULY.

F.C. 5719

Harbour Trust Board.

Passing orders appointing a committee to consider and report on certain proposals of the — regarding the re-alignment of their construction railway line and the construction of a series of tramway lines.

2 copies to ooh
With order.

10th July 1888, No. 320, Marine.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

Read—the following papers:—

From R. W. BARLOW, Esq., C.S., Chairman, Harbour Trust Board, Madras, to the Chief Secretary to Government, dated Madras, 6th June 1888, No. 858.

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2. As at present laid, it encroaches upon the municipal roadway, and the trustees have been called upon by the President of the Municipal Commission to remove the line to within the limits of their property as defined in Act II of 1886.

3. This the trustees are willing to do—*vide* copy of resolution passed at last night's meeting enclosed—but north of the pier this will necessitate encroachment on the spaces reserved for the Protector of Emigrants, and the Police Department, by Schedule A of Act II of 1886. I have therefore to request the sanction of Government to comply with the demand of the Municipality that the line shall be moved clear of their roadway. This will entail the removal of the west walls of the Deputy Commissioner's office compound, and of the old Custom-house iron yard (now emigration yard), and curtailment of these premises, as shown in the tracing.

4. Connected papers (originals to be returned) are submitted for reference if necessary.

Enclosure.

Extract of Proceedings of the Trustees of the Harbour of Madras at a meeting held at the offices of the Board on Tuesday, the 5th day of June 1888.

* * * * *

4. Read correspondence between the Chairman and Engineer, Harbour Trust Board, regarding alleged encroachment of the Harbour Works construction line upon the beach, and examined plan showing the proposed re-alignment.

Read minutes by Captain H. A. Street, Captain W. L. C. Baddeley, R. E., and the Chairman.

Resolution.—Resolved that the diversion of the Harbour Works construction line as shown in the plan be approved, and that the Chairman be invited to address Government.

* * * * *

From R. W. BARLOW, Esq., Collector of Sea Customs, &c., to the Chief Secretary to Government, dated Madras, 19th June 1888, No. 2080.

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