~~Marine G.O. No 484 d/ 28.10.87~~
B. No 3029 W. d/ 10–11.87.

No. 2360 W d/ 3rd August 1888

Recorded

Recorded

Jolu
20/7/88

(5) P.W. Cus.+ 7397

Govt. of {1888} Madras.

MARINE.

+ vide Cus. 7399.

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.

E. V Circle
V Circle

Desp. 3.8.88.

BLS 31.VII
M. 30.VII.88
B. 27.7.88 R. 31.7.88

2 copies to oth
With order.

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.

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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.

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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

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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 temporarily 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

	RS.	A.	P.	RS.	A.	P.
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

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

MADRAS,
30th April 1888.

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.)

J. F. PRICE,
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.

Govt. of {1888} Madras.

MARINE.

Issued

Recd. Encl.

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

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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.

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(*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

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 temporarily 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

	RS.	A.	P.	RS.	A.	P.
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.)

J. F. PRICE,
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.

Govt. of {1888} Madras.

MARINE.

Issued

Recd. *Encl.*

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

JULY.

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.

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

	RS.	A.	P.	RS.	A.	P.
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.)

J. F. PRICE,
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.

Order thereon No. 2360 Wd/ 3rd August 1888

Recorded

aof J.O.H.

Govt. of {1888} Madras.

MARINE.

Issued

Recd. Encl.

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

No. 2360 Wd/ 3rd August 1888

JULY.

Origl. was put up with C No 7748

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.

A.E. V Circle

12th July 1888, No. 480, Revenue.

GOVERNMENT OF MADRAS.

REVENUE DEPARTMENT.

Read—Letter from the Government Botanist and Director of Government Cinchona Plantations, Nílgiris, dated 12th May 1888, No. 17.

Abstract.—Reporting that officers in subordinate charge have sent in returns for the valuable stock for the official year 1887-88 that were in their custody and that these have been duly checked, and informing that there is no valuable stores in the Central office, except one iron safe and two scales, which have been entered in the inventory maintained and is checked.

Read—Letter from the Superintendent, Madras Survey, dated 14th May 1888, No. 74-G.

Abstract.—Reporting that an inventory of valuable stock has been kept and duly checked for 1887-88.

Read—Proceedings of the Board of Revenue (Revenue Settlement, Land Records and Agriculture), dated 16th May 1888, Mis. No. 1045.

Abstract.—Submitting report on the stock in this office and stating that returns of stores are yet due to the Board's office from certain officers, who have been requested to expedite their submission.

Read—Letter from the Acting Secretary to the Commissioners of Land Revenue, dated 23rd May 1888, Mis. No. 3247.

Abstract.—Reporting that the Board in the Land Revenue Department keep an inventory of the valuable stock in their custody.

Read—Proceedings of the Board of Revenue (Separate Revenue), dated 24th May 1888, Mis. No. 1652.

Abstract.—Reporting that an inventory showing the stock of store in the custody of the Board has been opened and that it has been duly checked.

Read—Letter from the Superintendent, Government Central Museum, dated 28th June 1888, No. 378.

Abstract.—Enclosing a *nil* return of valuable stores for the year 1887-88.

Read—Letter from the Inam Commissioner, dated 5th July 1888, No. 251.

Abstract.—Stating, with reference to G.O., dated 29th August 1887, No. 5139, that there is no valuable stock in his office or in that of the Deputy Collector.

Govt. of {1888} Madras.

MARINE.

Order thereon No. 2360 W/
3rd August 1888

Recorded

a/f J. O. H.

Issued

Recd.

Encl.

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

No. 2360 W/3rd August
1888

JULY.

Origl was put up with C No 77[illegible]

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.

A.E. V Circle

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Abstract.—Reporting that the Board in the Land Revenue Department keep an inventory of the valuable stock in their custody.

Read—Proceedings of the Board of Revenue (Séparate Revenue), dated 24th May 1888, Mis. No. 1652.

Abstract.—Reporting that an inventory showing the stock of store in the custody of the Board has been opened and that it has been duly checked.

Read—Letter from the Superintendent, Government Central Museum, dated 28th June 1888, No. 378.

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Abstract.—Stating, with reference to G.O., dated 29th August 1887, No. 5139, that there is no valuable stock in his office or in that of the Deputy Collector.

Order—dated 12th July 1888, No. 480, Revenue.

Miscellaneous.

Recorded.

2. The list forwarded by the Superintendent of Revenue Survey of instruments in his custody which are not required for the use of his Department, will be communicated to the Public Works Department with the request that this Department may be informed whether any of them are required for Public Works officers.

(True Extract.)

(Signed) C. A. GALTON,
Ag. Secretary to Government.

To the Commissioners of Land Revenue.
,, the Commissioner of Revenue Settlement, Land Records and Agriculture.
,, the Commissioner of Salt, Abkári and Separate Revenue.
,, the Inam Commissioner.
,, the Government Botanist.
,, the Superintendent, Revenue Survey.
,, the Superintendent, Government Central Museum.
,, the Public Works Department, with list.
Copy to the Financial Department.

Exd. P. L. Pereira.

130 Copies.

Govt. of {1888} Madras.

REVENUE.

Issued

Recd.

Encl.

G.O., 12th July 1888, No. 480.

JULY.

Store Returns.

Recording — from the Heads of Departments under the Revenue Secretariat and forwarding to the Public Works Department, for report, the list of instruments received from the Superintendent of Revenue Survey.

12th July 1888, No. 480, Revenue.

GOVERNMENT OF MADRAS.

REVENUE DEPARTMENT.

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ORDER—dated 12th July 1888, No. 480, Revenue.

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,, the Commissioner of Salt, Abkári and Separate Revenue.
,, the Inam Commissioner.
,, the Government Botanist.
,, the Superintendent, Revenue Survey.
,, the Superintendent, Government Central Museum.
,, the Public Works Department, with list.
Copy to the Financial Department.

Exd. P. L. Pereira.

130 Copies.

P. W. C No 7453

Govt. of {1888} Madras.

REVENUE.

24-S-C

Issued

Recd. 30-7-88 *Encl.* 1

G.O., 12th July 1888, No. 480.

No 2354. W. d/3- August 88

JULY.

Store Returns.

Recording — from the Heads of Departments under the Revenue Secretariat and forwarding to the Public Works Department, for report, the list of instruments received from the Superintendent of Revenue Survey.

12th July 1888, No. 480, Revenue.

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ORDER—dated 12th July 1888, No. 480, Revenue.

Miscellaneous.

Recorded.

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To the Commissioners of Land Revenue.
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,, the Inam Commissioner.
,, the Government Botanist.
,, the Superintendent, Revenue Survey.
,, the Superintendent, Government Central Museum.
,, the Public Works Department, with list.
Copy to the Financial Department.

Exd. P. L. Pereira.

130 Copies.

Orders thereon No. 2357 W d/3rd August 1888

The General Superintendent P.W. stores will be requested to report as to items one to six of the list, and the Deputy Chief Engineer in regard to item seven.

sd/ J.O.H.

S.E. V Circle
Dy chief Engr P.W.D.

Govt. of {1888} Madras.

REVENUE.

Issued

Recd.

Encl.

G.O., 12th July 1888, No. 480.

No. 2357 W d/3rd August 1888

JULY.

Store Returns.

Recording — from the Heads of Departments under the Revenue Secretariat and forwarding to the Public Works Department, for report, the list of instruments received from the Superintendent of Revenue Survey.

[Ref / 4]
8,000-1-4-04

DEPARTMENT,

Paper taken out of the Records from the charge of the Referencer.

Press / Miscellaneous / Routine No. 2361. dated 3 — 8 — 190 1888

Date taken out.	For what purpose.			Initials of clerk taking the paper or of attender.	Date returned.	Initials of attender
	Department.	C. No.	Year			
12-6-05	P.W.D.	5293	05	[illegible]	18/1/06	[illegible]

[C. No. 8.]

GOVT. OF MADRAS. } 1888. { P.W. DEPT.

EXAMINER, P. W. ACCOUNTS.

Madras, 19 July 1888.

OFFICE NOTE No. 1913

To

W.

In G.O. No. 2069 W. dated 1st. September 1880, the Consulting Architect to Government was "vested with the powers of a Superintendent of Works as defined by the Code". The order was never codified, but it has been considered a standing order and acted upon as such.

2. Please say with reference to para 5 of the Code whether Government now desire the continuance of the order, in which case it might, if Government approve, be embodied in the Code as a note to para 240 thus :-

Note. The consulting Architect to Government holds, ex officio, the appointment of a Superintendent of Works as defined in this paragraph.

15/7

C.

19/7

of the general office of
Applied for
21-7-88

KEEP-WITH Genl. No.

dated 188 .

000—7-2-88.

	For what purpose.					
Date taken out.	Department.	C. No.	Year.	Initials of clerk taking the paper or of attender.	Date returned.	Initials of attender.

P. W. C. No 7142

(1)

No 2361 W of 3-8-88

19-4-05

Mis No 2069 W of 1-9-80.

Recd 20:7:88

~~Hm~~ No 2361 W of 3rd August 1888

PPH 30/7

B

The provisions of G. O. 2069 W. dated 1st September 1880 will continue in force, and will be embodied in the P. W. Code as suggested by the Examiner.

25/7/88

Examiner P. W. Accts.

Despd 3-8-88.

B 24-7-88

B 25-7-88

150/VII/88

KM 27/7/88

RM 30/7/88

4/8

Rev Dept

C. No 7102

Memorandum.

The undersigned is directed to request the favor of information as to whether the P. W. Dept can spare the building herein referred to.

Secretary to Govt

Fort St George
uary 1882.

2363 & 2864
3-8-1888
Walking
12/3/16

To the P. W. Dept.

R/Rec 1027

9/1/82

P.W. C. No 48 $\frac{\text{B. Buildgs}}{425}$/82

Recd. 6 Jany 82

No 31 a/7 January/82

Referred to the Superintending Engineer 5th Circle.

(Return requested)

(By order)

R.H. Thompson Lt Col R.E.

Ag. Dy Ch Engr P.W.D.

SUPERINTENDING ENGINEER'S OFFICE,

5th Circle

MADRAS,

Chepauk, 21st January 1882.

No. 779.

From

Coll. H.L. Prendergast. R.E.

~~The~~ SUPERINTENDING ENGINEER,

5th CIRCLE,

To

THE Chief Engineer P.W.D.

Enclosures. 1.

SIR,

In returning your Endorsement No. 31 dated 7th January 1882, I have the honor to report, that the old District Engineers Office at Guindy is at present in charge of the Revenue Department. The Building has not been used by the P.W. Department since 1875, and it is not likely to be required again.

I have the honor to be

Sir

Your Most Obedt Servt.

Alex L Prendergast Coll. R.E.

Superintg Engineer

5th Circle

From

The Superintending Engineer,
5th Circle,

To

The Chief Engr.
P.W.D.

Dated 21 } January 1882.
Recd.

ENCLOSURE~~S~~. 1.

[illegible] 199 a/ 25-1-82

No. 779

Old District Engrs Office at Guindy.

Reports that the — is at present in charge of the Revenue Department & that the Building has not been used by the P.W. Department since 1875 and is not likely to be required again.

No. 199 a/ 25 Jany/82 P.W.D.

Memo

In returning the papers forwarded with Revenue Deptt Memo No. 7102 a/ 5 Jany/82, the undersigned has the honor to state that the old District Engineer's office at Guindy is now in charge of the Revenue authorities, and that it is not likely to be again required by the Public Works Department.

(By order)

Sgd R.J.
Ag. Dy. Ch.

To
The Revenue Deptt. with 6 En:

Despd 25-1-82.

Ch. No 199 d/25-1-82

1026/1

Entd. in Receipt Regr.

SUPERINTENDING ENGINEER'S OFFICE,
5TH CIRCLE, MADRAS,
Chepauk, 14th September 1882.

NTENDING ENGINEER,
5TH CIRCLE,

hief Engineer
P. W. D.

Reference to G. O. No 606 W
March 1882, I have the honor
Plan and Estimate of
adapting the old District
e at Guindy for a Cornt.
Slaughter House & butchers

stern wing of the Office is
become the quarters for
. The North wing is to be
the middle to make sepa-
rtments for hanging beef &
The old Roof of this part be
Removed and Replaced
by

To S.A.W. C-To

R wishes the p

liminary enqui

to be made by

and the pape

put up when r

for disposal.

R.S. 25/9

To D.W.

Draft memo submitted for approval.

Cy 28/9

TR 28.9.82

Issue Cy

2186/1

Entd. in Receipt Regr.

No. 2186.

Superintending Engineer's Office,
5th Circle, Madras,
Chepauk, 11th September 1882.

From
The Superintending Engineer,
5th Circle,

To
The Chief Engineer
P. W. D.

Sir,

Enclosures. 6
1 Plan
1 Estimate
2 Abs Sts.
1 Report
1 Specifn.

With reference to G. O. No. 606 W dated 9th March 1882, I have the honor to submit a Plan and Estimate of Rupees 10350 for adapting the old District Engineer's Office at Guindy for a Commissariat Slaughter House & butchers quarters.

2. The Eastern wing of the Office is intended to become the quarters for the Butcher. The North wing is to be divided in the middle to make separate compartments for hanging beef & mutton. The old Roof of this part requires to be Removed and Replaced by

by a trussed roof with ridge ventilation – Out offices for the butchers quarters are provided within the Office yard = A shed outside on the North, is to be extended, to be used as a bullock shed On the South side of the Office yard, an additional enclosure wall is re=quired, round 3 sides; to contain a Slaughter shed for bullocks, another for Sheep, and a well in the middle =

The arrangements as proposed are approved by the Depy Asst Commissary General

I have the honor to be
Sir
Your Most Obedt Servt
Wm Prendergast
Coll R.E.
Superintg Engr
5th Circle.

B. No. 606 d. 9-3-82-

P.W.C. No. 6256

From

THE SUPERINTENDING ENGINEER,

5TH CIRCLE,

To

THE Chief Engineer
P. W. Department

Dated 14th
Recd. 15th } September 1882

ENCLOSURES. 6.

No. 2186.

Old District Engr's
Office at Guindy.

Submits for sanction plan & estimate of Rs 10,350 for adapting the ——— for a Commissariat Slaughter house & butchers quarters.

OK 26/9
Ack 19/9 Re 28/9

Jr. B. No. 606 d. 9-3-82

No. 1759 C d 2d October

Public Works Department, 1882-83.

Current No. 6256

Letter No. 2186

Dated the 14th Sept. /82

From the Supg: Engr: Fifth Circle.

~~NOTE OF REMARKS.~~

Memo:

The Est: amounting to Rs: 10,350 for ~~constructing~~ converting the late Supg. Engr's: Office at Guindy into a Slaughter House & Butchers Quarters for the use of the Commissariat Dept: are returned to the Supg: Engr. Fifth Circle for ~~revision~~ reconsideration with reference to the following remarks,

The dimensions of the Trusses to Beef & mutton hanging sheds differ from the Standard, vide G. O. No: 1986 d/ 13.7.75, & ~~the~~ Flat tiling to ~~these sheds~~ may apparently be dispensed with in the roofing -

The entire length of the brick in chunam boundary wall appears to be about 343 ft: ~~in length~~, - ~~for the partition wall~~ may be substituted by a thick set aloe hedge - for the partition wall -

Provision for 2 Coats of plastering is allowed; instead of plastering the wall, all the exterior may be pointed flush & the interior [illegible]

Entd. in Receipt Regr.

plastered & whitewashed -

No provision is made for a Butchers Latrine outside the limits of the Slaughter house -

As there will be a great deal of drip from the mutton & Beef in the Slaughter Sheds, Asphalte flooring with brick Jelly underneath, is not only cheaper but ~~it would be more~~ also preferable ~~than~~ to stone having pointed, as when the pointing wears away, percolation will take place; & a better method of draining these floors may be also adopted.

The Slaughter house & Sheds for Bullocks & Sheep ~~may~~ might be provided with ridge ventilation & grating, rather than so much of walling -

The plan & estimate should be submitted for the approval of H.E. the Commr in Chief, (Quarter Mr Genl's Dept) prior to transmission to the Ch. Engr.

19/9/82

28.9.82

No. 1759 C. D/2-10-82

To The Supg Engr. 5th Circle with Enclos:
Despd 3/10/82

To R ~~Dept~~

For Orders, with reference to the memo proposed by the Secy. section -

19/9/82

---

notice - viz. we ask for Rs 20,000 for Coast Defences, & immediately it is assigned, we propose to divert a portion to another work.

A.S.
28/7.

[illegible]

S 30/7

C. No 5779
C. No 5884
C. No 5859.

Note -

With G.O. No. 1618 W of
[illegible] June 1883 a re-ap-
propriation statement was for-
warded to the Govt. of
India for sanction,
in their No 607 M.W
[illegible]th July 83 (C. No 5859)
Govt. of India have
[illegible]ied to sanction the
[illegible]ment forwarded,
have granted one
appropriation of Rs 3900
completing the Water
supply project at Bellary
work is the 5th item
statement)

The other works in the
[illegible]ment are
Slaughter House and
hanging shed for
[illegible]at at Bellary.
work was entered
in Military budget
for 1882.83 with a

To 10

Allotments for Military works.

I have made an addition to the End of para 3 of the original draft, and repaired the whole. We cannot provide for the Commissariat Quarters until the funds for the Coast Defences are actually reallotted — and even then the sanction of the S. of S. will be necessary to the reappropriation.
There will be one weak point in such a demand which the S. of S. may perha.

DGW 1618 W / 9. 6. 83

C A W

It is clear to me ~~that~~ this order should be modified in the sense of the D W's ~~footnote~~

The C in C returns here in his 3rd & 4th paras. and it will be as well to draft an ~~alteration~~ order in this sense treating [illegible] the [illegible]

the vicinity of the Agricultural Farm. We have had some angry Corres from the Rev.

C. No 5779
C. No 5884
C. No 5859.

Note.

With G.O. No. 1618 W of 9th June 1883 a re-appropriation statement was forwarded to the Govt. of India for sanction, under their No 607 M.W of 4th July 83 (C. No 5859) the Govt. of India have declined to sanction the statement forwarded, but have granted an appropriation of Rs 3900 for completing the Water Supply project at Bellary (this work is the 5th item in the statement)

2. The other works in the statement are

i. Slaughter House and hanging shed for Meat at Bellary.

This work was entered in the Military budget for 1882.83 with a

Sanctioned in G.O. No. 136 W of the 13th January 1883 —
The original budget provisions were withdrawn with the approval of the G.O.I —

provision of Rs 7,210 - the grant was reduced in February and March 1883 -

ii. New pattern privies for half a battalion of British Infantry at Bellary	Sanctioned in G.O. No. 427 W of 11th February 1879
This work also was entered in the budget for 1882.83 item No 8 -	
III. Providing a boarded floor for the Hospital of the European Infantry at Cannanore.	Sanctioned in G.O. No 3335 W of 16th Decr 1882. Rs 1000 granted in G.O. No 443 W of 9th February 1883. from Reserve with Govt -
This work appeared under ~~class~~ appendix B. in the budget for 1882.83 Item No. 7.	
IV. Constructing an additional room to the School of the Queen's Own Sappers and Miners at Bangalore	Sanctioned in G.O. No 2155 W of 31st August 1881 Rs 1500 appropriated in G.O. No 458 W of 10th February 1883, by re-appropriation sanctioned by G.O. 8.
This work also was entered under ~~class~~ appendix B. in the budget for 1882.83 Item No 16.	

As ~~these~~ are all incomplete works of 1882.83 funds are necessary to complete them. The Minor works grant was insufficient to meet these demands -

The Deputy Surg. Depts Circle was asked in No 1051 C of 2d June 1882 to propose any transfer of funds to enable him to carry out the conversion of the late Deputy Surgs Office at Guindy into a Commissariat Slaughter House and he proposed the following

Rs 5000 from Covered Gymnasium in the fort Item No. 5 Class A.
Rs 6800 from Mounting Ordnance, Fort St George Item No 6 Class B.

H. E. the Com. in Chief objects to these transfers, as the first work is much required and not wish to [illegible] funds diverted.

Second -

The grant under the first item has been withdrawn by the Govt of India in their No 542 M.W. of 14th June 1883 - pending sanction to the estimate -

H. E. the Com. in Chief does not ~~the~~ consider the Slaughter House at Guindy an urgent work - but would wish to have the following put in hand if funds are available -

1. Constructing quarters for three Warrant and five Non Commissioned Officers of the Commissariat Depot on the esplanade at Madras. Est. Rs. 26,740

~~ii. Coast defences~~.

and proposes the following re-appropriation of budget credits -

Rs 10000 from Coast defences

Rs 5000 from Buildings for Cavalry Regiment at Bangalore -

B. Grants provided in the budget for both these works, have been withdrawn by the Govt. of India in their No 542 M.W. of 14th June 1883.

16/7

a Military Work, & both H.E. the Commr in Chief & Govt in the Mily. Dept have accepted it as a Mily. charge.

If the question be brought up that the removal of the Slaughter House is being effected in the interests of the Agricultural Farm, & if the work on that ground be removed from ~~the~~ Military, the cost would fall on our Provincial assignment, which is already overburdened, & the Local Govt would not perhaps be thankful for the transfer.

24/7

S.a.w.

I have passed the draft order -

True what you say regarding the overburdened Provincial assignment, but the Military grant is also over-taxed, and it is a choice of two evils. As far as I can see we cannot touch this slaughter-house project for a long time, tho' the removal of the present building has been pressed for so hard on Sanitary grounds. All I can say now is we must not lose sight of it. I am anxious to see all this business of assignments fully settled both as regards Military & Provincial ~~quickly & fairly settled~~ for 4 months of the year are already all but over & delay in appropriating may lead to the non-utilization of even our limited funds.

CJ
26/7

5859

Dy SW

1618W
9.6.83

The Govt of India have not yet formally reallotted the grant for Coast Defences, & it is submitted that until this is done, no proposal for a reappropriation to provide funds for the Commt Subordinate Quarters can be sent up. The order as drafted might perhaps issue, & after the grants which have been withdrawn have been reassigned, the necessary reappropriation statement can be submitted.

The estimate for converting the Old Supply Dept's Office at Guindy into a Commt. Slaughter House has been sanctioned as

---

Explanation of necessity for reappropriation.

No 1618 W d/9th June/83

The minor works grant being insufficient to meet the appropriations required for the incomplete works of the last year the reappropriations noted within are recommended for sanction -

CJ
30/5

4/6/83

To the Secy to the G of I. ~~P.W.D.~~
Mily Dept

S. E. Third Circle ✓
" Fourth Circle ✓
" Fifth Circle ✓
" Ex. ~~PWA~~ ✓
" Mily Dept ✓

For information

Depd

Govt. of India Form No. 121—Vide G.O., No. 26, of 5th January 1876.

Application to the Government of India for a Reappropriation of Budget Grant.

PROPOSED NEW GRANT.

Head of Service.	Item No. of Budget.	Works.	Amount of Estimate.	Outlay to end of previous year.	Original Grant for current year.	Existing Grant for current year.	Proposed Increase.	Grant as now proposed.
Building.	"	Slaughter House and Hanging Shed for meat at Bellary.	7,210	603	"	"	6,600	6,600
	"	New pattern punkahs for half a battalion of British Infantry at Bellary.	5,000	3,025	"	"	1,900	1,900
	"	Providing a boarded floor for the Hospital of the European Infantry Regiment at Cannanore.	5,570	364	"	"	5,200	5,200
	"	Constructing an Additional room to the School of the Queens own Sappers and Miners at Bangalore	3,500	1,500	"	"	2,000	2,000
	"	~~Converting the Cote Supply Engrs Office at [illegible] into a Commissariat Slaughter House~~	~~11,000~~	"	"	"	~~4,000~~	~~4,500~~
	"	Water Supply Project at Bellary.	141,628	137,727	"	"	3,900	3,900
	8	Minor works	"	"	21,987	21,987	400	22,387
		Total Proposed					20,000	

PROPOSED REDUCTION.

Head of Service.	Item No. of Budget.	Works.	Amount of Estimate.	Outlay to end of previous year.	Original Grant for current year.	Existing Grant for current year.	Proposed Reduction.	Amount at which Grant for Work will stand after reduction.
Building.	2	New barracks for Royal Artillery at St. Thomas' Mount.	127,750	37,349	30,000	30,000	10,000	20,000
	3	Barracks for detachment British Infantry to accommodate 100 men at Malapuram	90,830	10,547	40,000	40,000	10,000	30,000
		Total Proposed					20,000	

304
29/8

199 C of 25. 1. 82
Fr. Mmd 122 d 31. 1. 82
1759 C of 2. 10. 82
B 413 W d 6. 2. 83
" 703 W 5. 3. 83
A 1399 W 12. 5. 83
1851 C of 2. 6. 83

B No 1618 W d 19th June/83

Initd
[illegible]
11/6

[illegible] Rt. 6/6
Oct 2-6

12th May 1883, No. 1399 W., Public Works.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Military Works.

Read—the following papers :—

From Colonel H. L. PRENDERGAST, R.E., Superintending Engineer, Fifth Circle, to the Chief Engineer, Public Works Department, dated Chepauk, 14th March 1883, No. 4437.

I have the honor to submit a plan and estimate of Rs. 11,110, revised according to your Memorandum, No. 1759 C, dated 2nd October 1882, for converting the former District Engineer's Office at Guindy into a slaughter-house and butchers' quarters.

1 Detailed Estimate with Abstract.
1 General Abstract.
1 Report.
1 Specification.
1 Plan.

2. The dimensions of the roof trusses for the sheds for hanging beef and mutton have been altered to agree with those given in the specification in G.O., No. 1986, dated 13th July 1875, and flat tiling has been omitted.

3. The Executive Engineer has provided an aloe hedge in place of the boundary wall as well as the partition wall. I have, however, added the cost of the boundary wall, for a hedge takes some time to grow, and it appears to me to be necessary that there should be an outer enclosing wall. Your suggestion is only that the inner wall should be replaced by a hedge.

4. The exterior of the walls is now intended to be pointed instead of plastered, while rough plastering and white-washing are allowed for the interior of the walls. Provision is made for a latrine for the butchers outside the limits of the slaughter-house, for asphalte flooring for the slaughter and hanging sheds with drains to carry off the foul water; also for ridge ventilators and grating in place of walling in the bullock and sheep sheds and slaughter sheds.

5. With reference to G.O., No. 703, of the 5th instant, I regret that the estimate has not been sent before. The delay is partly attributable to there having been a change in the executive charge of the division, the present incumbent, Lieutenant-Colonel Smalley, having had to make himself acquainted with the various works, and to travel about constantly for this purpose.

G.O., dated 9th April 1883, No. 2022, Military.

Read—Memorandum from the Public Works Department, dated 17th March 1883, No. 642 C.

Read—the following letter from the Commissary-General, to the Secretary to Government, Military Department, dated 2nd April 1883, No. 13.

In returning revised plan * and estimate for converting the former Superintending Engineer's Office at Guindy into slaughter-houses and a butchers' quarters, I have the honor to report that I this morning inspected the present buildings and compared them with the plan,

* Received under your endorsement, No. 1758, dated 20th March 1883.

2. The site chosen is not a convenient one, as it is so far from Madras; but the Executive Commissariat Officer will be unable to exercise a proper supervision over either cattle or slaughter-houses; it is moreover open to the same objection as that made to the one near the toll-bar, in that it is in sight of the trunk road. But as it was accepted by my predecessor, and as no other appears to be available, further objection to it would appear to be useless.

3. The alterations to the buildings proposed by the Superintending Engineer are sufficient and judicious; but, should space admit, it would be advisable to place the slaughter sheds and well to the north instead of to the south of the existing buildings. For by the arrangement in the plan, the slaughter-houses and the hanging sheds are too far apart, and the butchers' quarters are most unpleasantly placed between the two.

4. I would also point out that no provision seems to have been made for cart sheds or mule stabling. A shed to hold 2 four-wheeled carts and a stable for six mules with a godown for harness and muleteers would suffice.

Order—dated 9th April 1883, No. 2022, Military.

The plan should be modified, if possible, as suggested in paragraph 3 of the Commissary-General's letter, and provision made for the subsidiary buildings specified in paragraph 4.

(True Extract.)

(Signed) E. L. HANKIN, Colonel,
Secretary to Government.

No. 808 C.

Referred to the Superintending Engineer, Fifth Circle, who will modify the plan and estimate accordingly, and re-submit the documents with the least practicable delay.

(By Order.)

(Signed) C. BOWEN, Major, R.E.,
Deputy Chief Engineer, P.W.D.

From Colonel H. L. PRENDERGAST, R.E., Superintending Engineer, Fifth Circle, to the Chief Engineer, Public Works Department, dated Chepauk, 27th April 1883, No. 404.

I have the honor to return your endorsement, No. 808 C, dated 14th instant, with enclosures, and to forward a tracing plan showing the slaughter sheds and well placed on the north side of the butchers' quarters as suggested by the Commissary-General, space being available on that side. Provision is now made for a harness-room and stables for six mules, while an existing shed in the south-west corner of the yard can be utilized for a cart-shed. The estimate thus altered amounts to Rs. 11,800.

1 Original endorsement, No. 808 C, 14th April 1883.
1 Original letter of Supg. Engr., Fifth Circle, No. 4437, 14th Mar. 1883.
1 Plan.
1 Revised plan (tracing).
1 Classification sheet of estimate.
1 Detailed estimate.
1 Abstract estimate.
1 General abstract.
1 Detailed and abstract estimate for butchers' latrine.
1 Memorandum of cost of compound wall.
1 Detailed estimate for harness-room and mule stables.
1 Abstract estimate of do. do.
1 Report.
1 Specification.

No. 875 C.

Forwarded, with the previous papers, for the approval of Government in the Military Department.

(By Order.)

CHEPAUK,
2nd May 1883.

(Signed) C. BOWEN, Major, R.E.,
Deputy Chief Engineer, P.W.D.

No. 2583, Military.

Approved.

(By Order.)

OOTACAMUND,
5th May 1883.

(Signed) E. L. HANKIN, Colonel,
Secretary to Government.

ORDER—dated 12th May 1883, No. 1399 W., Public Works.

The estimate, amounting to Rs. 11,800, for converting the late Superintending Engineer's Office at Guindy into a Commissariat slaughter-house, is sanctioned.

2. No funds are immediately available for the work, but if possible an allotment will be made later in the year by a re-appropriation of budget grants.

3. This sanction has been registered as Imperial Ordinary No. 11 W. of 1883-84 and classified as Military, Original Works.

(True Extract.)

(Signed) R. H. SANKEY, Colonel, R.E.,
Secretary to Govt., P.W.D.

To the Superintending Engineer, Fifth Circle, with eleven Enclosures.
„ Examiner, Public Works Accounts, with duplicate Abstract Estimate.
„ Military Department.
„ Revenue „

Exd. C. Howarth.
Spare Copies

BUILDINGS AND ROADS.
MILITARY WORKS.

Govt. of {1883} Madras.

PUBLIC WORKS.

Dated May, 12th.

Recd. *Encl.*

G.O., 12th May 1883, No. 1399 W.

MAY.

Superintending Engineer's Office at Guindy

The estimate for converting the late — into a Commissariat slaughter-house, sanctioned with remarks.

GOVERNMENT O

MILITARY DE

28th October 1885

Military Buildings-

Read the following papers :—

No. 323. *Proceedings of the Government*
dated 14th September

Abstract.—Regarding the proposed re
slaughter-houses on the Government Farm

No. 557

Referred, for favor of report, with ad
Proceedings of Government, No. 2904, date

(By Ord

(Signed) A.

8th October 1885.
To the Commissary-General.

No. 324. *From Colonel B. H. W. MAGRA*
Colonel A. KENNEY-HERBERT
Military Department; dated Madra

With reference to para. 2 of Proceedin
of the 14th September 1885, forwarded w
October 1885, I have the honor to inform y
change is made in the position of the Co
scheme of transferring them to Guindy is al

2. Their present position is most co
consented most reluctantly to the transfer i
wishes of Government on the subject.

3. The enclosures of your reference ar

No. 325. Order thereon, 28th Oc

In supersession of all previous orders o
Governor in Council directs that the C
Government Farm at Saidápet shall not be

2. The Public Works Department w
es
ti
N
adopting buildings at Guindy to the purpos

O.G., (Military) No. 2904, dated 21st May 1883.

(True Ext

(Signed) A. I

To the Commissary-General.
,, Quarter Master General.
,, Revenue Department.
,, Public Works Department.

Exd. E. C. Shunker.

[illegible]

1885.

P. W. DEPARTMENT.

Current No. 6142

From J H Garstin Esqr
Member, Bd of Rev.

Enclos.—

No. —

Dated 13-7-85

Received Do

Subject.

Requesting to be informed whether the approximate estimate for erecting buildings for a Slaughter-house at Guindy at site of the late Supg Engr's Office has been submitted to Govt, with particulars as to amount and whether it has been sanc

Disposal.

No. 1604 Dated 15th July/85

To
J. H. Garstin Esqr

An estimate amounting to Rs 11800 has been sanctioned for the work in G. O. No 1399 dated 12th May 1883 - Copy forwarded for reference

The work is shewn as a class C work in the Imperial Military

Budget for 1885-86, as that should funds become available hereafter from lapsed or grants for class A or B works the question of an allotment for the slaughter House will be considered.

D/ CB
Dw

G.O. A/1399 W d/ 12-5-83
" B/1618 W d/ 9-6-83
A/1507 W d/ 29-5-83
" 1184 W d/ 20-4-83
B/" 703 W d/ 5-3-83
" 413 W d/ 6-2-83
No. 1759 C d/ 2-10-82
G.O. B/606 W d/ 9-3-82
C.E. No. 199 d/ 25-1-82

Desp'd
15/7/85

BUILDINGS AND ROADS.
MILITARY WORKS.

Govt. of (1883) Madras.

PUBLIC WORKS.

Dated May, 12th.

Recd.

Encl.

G.O., 12th May 1883, No. 1399 W.

MAY.

Superintending Engineer's Office at Guindy

The estimate for converting the late — into a Commissariat slaughter-house, sanctioned with remarks.

GOVERNMENT OF MADRAS.

MILITARY DEPARTMENT.

28th October 1885, No. 5914.

Military Buildings—Commissariat.

Read the following papers :—

No. 323. *Proceedings of the Government of Madras in the Revenue Department; dated 14th September* 1885, *No.* 1044.

ABSTRACT.—Regarding the proposed removal to Guindy of the Commissariat slaughter-houses on the Government Farm at Saidápet.

No. 5573.

Referred, for favor of report, with advertence to para. 2 of the order, and Proceedings of Government, No. 2904, dated 21st May 1883.

(By Order.)

(Signed) A. KENNEY-HERBERT, Lt.-Col.,
Offg. Secretary to Government.

8th October 1885.
To the Commissary-General.

No. 324. *From Colonel B. H. W. MAGRATH, Commissary-General, to Lieutenant-Colonel A. KENNEY-HERBERT, Officiating Secretary to Government, Military Department; dated Madras, 14th October* 1885, *No.* 4038.

With reference to para. 2 of Proceedings of Government, No. 1044, Revenue, of the 14th September 1885, forwarded with your docket, No. 5573, of the 8th October 1885, I have the honor to inform you that I shall be only too glad if no change is made in the position of the Commissariat slaughter-houses and if the scheme of transferring them to Guindy is abandoned.

2. Their present position is most convenient in every respect, and I only consented most reluctantly to the transfer in deference to what appeared to be the wishes of Government on the subject.

3. The enclosures of your reference are returned.

No. 325. ORDER THEREON, 28th October 1885, No. 5914.

In supersession of all previous orders on the subject, the Right Honorable the Governor in Council directs that the Commissariat slaughter-houses on the Government Farm at Saidápet shall not be removed therefrom.

2. The Public Works Department will accordingly be informed that the estimate, amounting to Rs. 11,800, sanctioned in Proceedings of Government, No. 1399-W., dated 12th May 1883, for adopting buildings at Guindy to the purpose may now be cancelled.

O.G., (Military) No. 2904, dated 21st May 1883.

(True Extract.)

(Signed) A. KENNEY-HERBERT, Lt.-Col.,
Offg. Secretary to Government.

To the Commissary-General.
" Quarter Master General.
" Revenue Department.
" Public Works Department.

Exd. E. C. Shunker.

B No 2052 W d/ 7th Nov/85

Communicated to the
Suptg Engineer, V. Circle,
in supersession of G.O. No.
1399 W dated 12th May 1883,
the sanction accorded
in which is withdrawn

(Sd) J.S.S.

To
The Suptg Engr V Circle
Exr P W Accts
Military Dept

Govt. of {1885} Madras.

MILITARY.

To
THE COMMISSARY-GENERAL,
&c., &c., &c.

Dated October, 28th.

Issued

Recd.

Encl.

G.O., 28th October 1885, No. 5914.

B No 2052 W d/ 7th Nov/85

OCTOBER.
Nos. 323—325.

Military Buildings—Commissariat.

Commissariat Slaughter Houses.—Retention of the — on the Government Farm at Saidápet, directed, and the Public Works Department informed that the estimate for their removal to Guindy may be cancelled.

With order

1886.

P. W. DEPARTMENT.

Current No. 9943

From
The Revenue Dept

ENCLOS.— 5

No. 7567
Dated 14th Decr 1886
Received 18 — do —

SUBJECT.

Endorsement on the Pros: of the Bd. of Revenue No. 9034 Mis d/ 7th Decr 1886 requesting sanction of Govt to the temporary transfer of the old Suptg. Engineer's office at Guindy to Mr. Mills pending the ~~DISPOSAL.~~ erection of the new buildings

No. 4577 Dated 22d December/86

Referred to the Suptg. Engineer V circle, for report.

(By order)

(Sd) W. L. C. Baddeley
Capt. R.E.
Under Secy. to Govt P.W.D

Rec'd 23/12

Inspector of Cattle Diseases,
unt, 19th November 1886.

, 1ST CLASS, A.V.D.,
Cattle Diseases,
Madras Presidency,

Revenue Settlement
Agriculture
Madras

I of your proceedings
have the honor to
from the Executive
Division, in regard
ch he states are

gone over the buildings
mirably adapted
d, provided they are
They would also serve
in the event of the
over to the Educational
xperimental station
onor to be
bedient Servant
Mills
Cattle Diseases

188*6*.

P. W. DEPARTMENT.

Current No. *9943*

From

The Revenue Dept

Enclos.—*5*

No. *7567*

Dated *14th Decr 1886*

Received *18 — do —.*

SUBJECT.

Endorsement on the Pros: of the Bd. of Revenue No. 9034 Rus dd 7th Decr 1886 requesting sanction of Govt to the temporary transfer of the old Supdg. Engineer's office at Guindy to Mr. Mills pending the ~~DISPOSAL.~~ *erection of the new buildings*

No. *4577* Dated *22d December/86*

Referred to the Supdg. Engineer V circle, for report.

(By order)

(Sd) W. L. C. Baddeley
Capt. R.E.
Under Secy. to Govt. P.W.D.

Dec 23/12

To
The
Exr. Engr.
Madras

Govt. of {1885} Madras.

MILITARY.

To

THE COMMISSARY-GENERAL,
&c., &c., &c.

Dated October, 28th.

Issued

Recd. *Encl.*

G.O., 28th October 1885, No. 5914.

B. No 2652 W.l/ 7th Novr/85.

OCTOBER.
Nos. 323—325.

Military Buildings—Commissariat.

Commissariat Slaughter Houses.—Retention of the — on the Government Farm at Saidápet, directed, and the Public Works Department informed that the estimate for their removal to Guindy may be cancelled.

With order

No. 2571 B.

Office of the Inspector of Cattle Diseases,
St. Thomas' Mount, *19th November* 188*6*.

From

JAMES MILLS, Esq., M.R.C.V.S., V.S., 1st Class, A.V.D.,
Inspector of Cattle Diseases,
Madras Presidency.

To

J. Grose Esqre. CS
Ag. Director of Revenue Settlement and Agriculture
Madras

Sir,

In reference to para I of your Proceedings No 1865 D. of 13th October &c I have the honor to forward a copy of a letter from the Executive Engineer, Chingleput Division, in regard to certain buildings which he states are available for an office.

2 — I have personally gone over the buildings and think they are admirably adapted for the purpose required, provided they are put in proper repairs. They would also serve as a store for medicines in the event of the Hospital being handed over to the Educational department, and as an experimental station.

I have the honor &c
Your Most Obedient Servant
Sd/ J. Mills
Inspector of Cattle Diseases

TB / dp

1/6085
31.12.86.

Ins 5
R.W. 924/88
11/10/87

3
Rev. 10046/85

No 4434.

Chingleput Division Office
17th November 1886.

From
The Executive Engineer
Chingleput Division

To
The Inspector of Cattle Diseases.
St Thomas Mount

Sir,

With reference to your letter No. 2438 B. of 20th October last, I have the honor to inform you that there is no suitable public building available for your office at the Mount; but there is a building at Guindy known as late Superintending Engineers office which I think might be used for your office.

I have &c
(Signed) L. Longley. Captn R.E.
Executive Engineer. Ch. Dn

(True Copy)

Inspector of Cattle Diseases

R. No. 2977

1886.

From

The Inspector of Cattle Diseases,

Madras Presidency,

St. Thomas' Mount,

To

J. Grose Esqre &c.

Ag. Director of Rev. Settt.

and Agriculture

Madras

Dated 19th }
Despatched } November 1886.
Received 22" }

In 4

P.W. [illegible]

No. [illegible]

Copy

No. 2571 B.

Put up also the Vety. Hospl. papers & the G.O. sanctioning the construction of the building &c

Con 22/11

Enclosures.

(one)

23/11/86

DIRECTOR OF REVENUE SETTLEMENT & AGRICULTURE RECEIVED 22 NOV 86

yes 23/11.

Subject.

Building for Office

forwarding a copy of a letter received from the Executive Engineer of Chingleput Division in regard to the ——, 4/86.

Ind. R. 6226/86

2

Revd. [illegible]

3/6085
31.12.86

No. 2336 B **Office of the Inspector of Cattle Diseases,**

St. Thomas' Mount, 1st October 1886.

1 OCT 86 RECEIVED

From

JAMES MILLS, Esq., M.R.C.V.S., V.S., 1st Class, A.V.D.,

Inspector of Cattle Diseases;

Madras Presidency,

To

J. F. Price Esqre &c.

Ag. Director of Revenue Settlement

and Agriculture

Madras

Sir,

I have the honor to state that since the formation of the Department in 1882, I have accommodated my Office in my house, but I find with my large family, it is now impossible to do so. Because of having the Office in my house I have no privacy whatever, as natives, are constantly coming to consult me which ought to be done outside the premises I live in, and again, the Probationers under training attend office daily, in consequence of which the best portion of my Bungalow has to be allotted to my Office, I respectfully

beg,

beg, therefore that sanction may be accorded at an early date, to my renting a small Bungalow in the Mount as an Office on Rs 25/- or 30/- per Mensem.

2.— There is another matter which I wish to bring, through you, to the notice of Government viz. that, from the fact of my being a Military Officer in Civil employ, I am not entitled to put my name down in the Cantonment Register for any house which may be vacant, with the result that I cannot get a house unless no one else requires it, besides being liable at any moment to be turned out should an Officer either in the Military, Police or Ecclesiastical Department want it, I beg, therefore, that you will kindly forward this my application to be placed on the same footing in regard to Military or other Officers in being able to put my name down for a house in Cantonments when I require one.

I have the honor to be,
Sir,
Your Most Obed. Servant
J. Mills
Inspector of Cattle Disease
TSIChf

1865 D To Inspector of Cattle Diseases

13/10/86

Rt. No. 2544/87

1886.

From

The Inspector of Cattle Diseases,

Madras Presidency,

St. Thomas' Mount,

To

J. F. Price Esq. &c &c

Ag Director of Rev. Settt.

and Agriculture

Madras

Dated 1st

Despatched 1st } October 1886.

Received 4

13/10/86

4:3

~~2944~~

1107/87

13 OCT 86

No.

2336 B

A

Enclosures.

(Nil)

Subject.

Accommodation for this Office

Requesting that the sanction may be given for the rental of a small Bungalow to accommodate the same &c.

In G. R. 6226/86.

4/10.1

Rev 1007+6/86

4/6085 / 31.12.86

No. 2173

Department of Revenue Settlement and Agriculture.

Madras, 24 November 1886.

BOARD'S GE[illegible] 6226 OF 1886

From

J. Grose Esquire

Ag DIRECTOR OF REVENUE SETTLEMENT

AND AGRICULTURE,

Madras,

To

M. Hammick Esquire

Ag Secretary to the

Board of Revenue. Madras.

SIR,

No. 2336 B. dated 1st October 1886.
" 2571 B. dated 19th November 1886.
(In original to be returned).

In submitting two letters noted in the margin from the Inspector of Cattle Diseases I have the honor to request that the Board of Revenue will obtain the sanction of Government for placing at the disposal of the Inspector of Cattle Diseases the building at Guindy formerly used for the Superintending Engineer's office.

2. In the matter of the construction of new buildings ordered in G. O. dated 14th September 1885. No. 1044, I am still awaiting revised estimates in accordance with G. O. dated 14th April 1886 No. 2465.

3. With regard to the request contained in