

- (1) பக்கங்களின் எண்ணிக்கை 86
 (2) புதுக்கித் திருப்பிய நாள் 190
 (3) ஆதாரங்குறிப்பவர் கருக்கொப்பம் 1002

தமிழ்நாடு ஆவணக் காப்பகம்.

தமிழ்நாடு அரசு

PND குறை

அரசாணை எண். 1218/1219 அச்சகம்
 மு. கோப்புத் தாள் எண். பலவகை

நாள் : 8.5.1889 198/

வர கண்டபடி கையாளவோ கூடாது

3 sheets

ச-1-18,008-15-8-87.

213

8TH MAY 1889, No. 1218 W., PUBLIC WORKS.

GOVERNMENT OF MADRAS.
PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

READ—the following paper :—

Despatch from the Right Honorable Lord CROSS, Her Majesty's Secretary of State for India, to His Excellency the Right Honorable the Governor in Council, Fort St. George, dated India office, London, 28th March 1889, No. 5 (Public Works).

With reference to my telegram of the 7th February 1889, quoted in the margin, informing you of the death of Mr. Parkes, late Consulting Engineer for the Madras Harbour Works, I have now to inform you that I have not thought it necessary to make any fresh appointment, and that when any questions requiring a professional opinion arise they will be referred to Sir Alexander Rendel, K.C.I.E., the Consulting Engineer to this office, who is fully competent to advise on matters connected with Harbour Works.

ORDER—dated 8th May 1889, No. 1218 W., Public Works.
Communicated to the Harbour Trust Board.

(Here enter No. 1219 W., dated 8th May 1889.)
(True Extract.)

(Signed) R. R. E. DRAKE-BROCKMAN, Lt.-Col., R.E.,
Ag. Joint Secy. to Govt., P.W.D.

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

ENDORSEMENT—dated 8th May 1889, No. 1219 W., Public Works.
Copy of the above forwarded for the information of the Government of India.

Lieut.-Col., R.E.,
Ag. Joint Secy. to Govt., P.W.D.

Exd. J. Henricus.
Spare Copies

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of {1889} Madras.
PUBLIC WORKS.

Dated May, 8th.

Recd.

Encl.

G.O., 8th May 1889, Nos. 1218,
1219 W.

MAY.

Mr. Parkes, late Consulting
Engineer, Madras Harbour
Works

Forwarding copy of despatch from the
Secretary of State intimating that no fresh
appointment has been made consequent on
the death of —, and that any questions
requiring professional opinion will be
referred to Sir Alexander Rendel, K.C.I.E.,
Consulting Engineer to the India office.

17TH SEPTEMBER 1888, No. 2913 W., PUBLIC WORKS.

GOVERNMENT OF MADRAS.
PUBLIC WORKS DEPARTMENT.

General.
Establishment.

READ—the following paper :—

Despatch from the Right Honorable VISCOUNT CROSS, Her Majesty's
Secretary of State for India, to His Excellency the Right Honorable the
Governor in Council, Fort St. George, dated India office, London, 23rd
August 1888, No. 6, Public Works.

I have received your Excellency's Public Works letter No. ¹⁰/_{1973 W.}, dated the
3rd July 1888, informing me of the resignation by Mr. F. N. Thorowgood of the post
of Superintendent of the Madras Harbour Works, and the approval by your Govern-
ment, on the recommendation of the Madras Harbour Trust Board, of the appointment,
as a temporary measure, of Mr. A. L. Pogson, the present Assistant Superintendent,
as Mr. Thorowgood's successor.

2. Your proceedings in this matter have my concurrence, but I am glad to learn
that you have limited your sanction of Mr. Pogson's appointment "provisionally,
pending settlement of the north-east entrance to the harbour," as I am advised that it
will be necessary, when active operations are resumed, to reconsider the matter in view
to the appointment in question being filled by an officer possessed of more experience
than Mr. Pogson has had opportunities of acquiring.

3. I desire, therefore, that I may be informed when the appointment in question
is likely to be permanently made in order that the opinion of Mr. Parkes, the
Consulting Engineer to this office for the works, may be obtained.

4. I am still awaiting the receipt of replies from your Government to my two
Public Works despatches, Nos. 10 and 11, dated respectively 24th November and
15th December 1887, on the subject of future operations in connection with the
Madras Harbour Works.

ORDER—dated 17th September 1888, No. 2913 W., Public Works.

Communicated to the Chairman, Harbour Trust Board, for information and
guidance, with reference to G.O., No. 1804 W., dated 18th June 1888.

2. The despatches quoted in the last paragraph of the present communication
have since been replied to by despatch No. ¹¹/_{2335 W.}, dated 1st August 1888.

(True Extract.)

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

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

Exd. J. Henricus.
Spare Copies

GENERAL
ESTABLISHMENT.

Govt. of 1888 Madras.
PUBLIC WORKS.

Dated September, 17th.

Recd.

Encl.

G.O., 17th Sept. 1888, No. 2913 W.

SEPTEMBER.

Madras Harbour Works

Despatch from the Secretary of State for India approving of the proceedings of the Government in accepting the resignation of Mr. Thorowgood and the temporary appointment of Mr. Pogson; and inquiring when the post is likely to be permanently made in view to the appointment of an experienced officer, communicated to the Chairman, Harbour Trust Board.

23RD JANUARY 1889, No. 179 W., PUBLIC WORKS.

GOVERNMENT OF MADRAS.
PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

READ—the following paper:—

Despatch from the Right Hon. VISCOUNT CROSS, Her Majesty's Secretary of State for India, to His Excellency the Right Honorable the Governor in Council, Fort St. George, dated India office, London, 27th December 1888, No. 11 (Public Works).

I have received your Excellency's Public Works letter No. 23, dated 10th November 1888, supporting a recommendation made by the Madras Harbour Trust Board that Mr. Pogson's temporary appointment as Engineer to the Board should now be confirmed.

2. The question of Mr. Pogson's permanent appointment can be more conveniently considered when the plan on which the harbour should be reconstructed has been finally settled, and I will accordingly address you later on the subject.

ORDER—dated 23rd January 1889, No. 179 W., Public Works.

Communicated to the Chairman, Madras Harbour Trust Board, with reference to G.O., No. 3573 W., dated 10th November 1888.

(True Extract.)

Captain, R.E.,
Under-Secy. to Govt., P.W.D.

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

Exd. J. Henricus.
Spare Copies

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of {1889} Madras.

PUBLIC WORKS.

Dated January, 23rd.

Recd.

Encl.

G.O., 23rd Jan. 1889, No. 179 W.

JANUARY.

Mr. A. L. Pogson

Order communicating to the Chairman, Madras Harbour Trust Board, despatch from the Secretary of State for India deferring consideration of the question of the permanent appointment of — as Engineer to the Board.

2ND MARCH 1889, No. 623 W., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

READ—the following paper:—

Despatch from the Right Honorable the Secretary of State for India, to His Excellency the Right Honorable the Governor in Council, Fort St. George, dated India Office, London, 24th January 1889, No. 3, P.W.

In continuation of my Public Works Despatch No. 11 of 27th December 1888, I forward, herewith, for your Excellency's consideration, copy of a letter* which has been addressed to me by Mr. Parkes on the subject of the future arrangements for the superintendence of the Madras Harbour construction works.

* Dated 15th December 1888.

2. The strong opinion expressed by the Harbour Trust Board, and supported by your Government, that Mr. Pogson should be confirmed in the post of Engineer to the Board and Superintendent of the construction works, which he temporarily holds, has received my careful attention; but, before giving my decision, I request that I may be favored with your Excellency's opinion upon a proposal made by Mr. Parkes for separating the post of Engineer to the Trust Board from that of Resident Engineer for the Harbour construction works. The appointment of Resident Engineer for the Harbour works would, it is to be understood, be limited in time to the period required for the reconstruction of the harbour.

3. The matter is a pressing one now that reconstruction operations have been resumed, and I shall be glad, therefore, of a reply by telegram to this despatch.

ENCLOSURE.

From W. PARKES, Esq., to the Under Secretary of State for India, dated 23, Abingdon Street, 15th December 1888.

As the proposals received from the Madras Harbour Trust Board will, if approved by the Secretary of State, result in the more active prosecution of the harbour works, it has become necessary for me to submit a more detailed recommendation as to their future superintendence.

The Harbour Trust Board have recommended that the appointment of Engineer to the Board should be conferred upon Mr. Pogson, who had acted as Mr. Thorowgood's assistant till the departure of that gentleman in August last, and urge, in support of that recommendation, Mr. Pogson's satisfactory performance of his duties as Assistant Engineer and his familiarity with all the details of the work.

While fully endorsing, from the information I have received, the high character of Mr. Pogson, I am still of opinion that an Engineer of greater general experience and professional standing is required for the position of responsible local superintendent of these important works.

At the time the works were commenced in 1875, a Superintendent of great experience in this particular branch of engineering was appointed on my recommendation, and, on his death, a few months later, Mr. Thorowgood was, also on my recommendation, appointed to succeed him. Both these gentlemen were subordinate to me as Engineer-in-Chief.

There was also appointed an Assistant Engineer at a much lower salary and whose position was entirely subordinate to that of the Superintendent. He had no separate responsibility, but it was desirable that he should be a European of such position and social standing as would make him suitable for undertaking the routine duties of Superintendent during the casual absences of the latter.

While the work was entirely in the hands of the Government this arrangement answered very well. There was no doubt about the limits of the authority of the Superintendent, or of his subordination to me in the event of any question arising. During the ten years that this arrangement continued no serious difficulty arose.

Hitherto there has been a Superintendent and an assistant, but since the establishment of the Harbour Trust the Superintendent has had to act in a twofold capacity — that of Engineering Adviser to the Board and that of local representative of the public interests administered by the Secretary of State. The assistant had no separate position at all.

What I have now to propose is that these two functions should be separated. Let Mr. Pogson retain the appointment which the Board have conferred upon him and act in that capacity in all matters in which the Board has independent authority, but appoint a new Superintendent of the Breakwater Works, who should be precluded from taking any official action outside the scope of the design sanctioned by the Secretary of State in 1884. It should be understood, however, that when I say that his official action should be limited in this way, I put no such limitation on unofficial conferences, which I think would be the natural result of the acceptance of this proposal in an amicable spirit and would materially conduce to bring forth useful suggestions.

The Superintendent would be, I presume, nominally an officer of the Board, and, of course, supreme in the department to which his duties are limited. He would be subject to the authority of the Board in all matters connected with local contracts or appointments in his department. He would make periodical reports to the Board as to the progress of the works, but he would naturally know that in these reports he should confine himself to statements of fact. It should be further understood that he is to send to me unreservedly all information not only in respect of the works immediately under his charge, but of all other matters connected with the harbour not merely as a work of construction but as an undertaking for the public benefit.

And in connection with this, I would especially mention that he should make it part of his duty to obtain facts and evidence in respect of the future question of the position of the entrance to the harbour, as to which I hope to make some further suggestions.

With regard to the duties of Engineer to the Harbour Trust, I have no limitations to propose. The Board are undoubtedly entitled to have an officer who can freely advise with them and formulate any suggestions that may be made by unprofessional members. I do not even wish to restrain him from making any comments upon, or proposals for changing, any features of the sanctioned design. Such comments or proposals may be useful if I am at the same time furnished with direct information from the Superintendent which will enable me to judge of their merits, and report to the India Office if required. But I should object, and I think with reason, to giving an opinion upon proposals supported only by the *ex parte* statements in writing of an Engineer not under my control.

I think that if the official duties of the two Engineering officers were marked out as above, there would be no occasion for the appointment of an assistant at any rate for the present. There is no reason why the two should not work together, or why either should not temporarily carry on the duties of the other during short absences, and I believe perfectly free communication would be to the advantage of both. Some re-arrangement of the duties hitherto carried on by the Superintendent and assistant respectively may be necessary, but this may be left to be settled between them.

I may mention that I have spoken with due reserve to a gentleman, who, I believe, would be well fitted for the position of Superintendent and would be willing to undertake it on the assurance that due provision was made against a repetition of the unpleasant proceedings which led to Mr. Thorowgood's resignation. He is Mr. Edward Jackson, M. Inst. C.E., whom I have known and worked with for many years. He served his pupilage on the Dover Admiralty pier works and subsequently in the Great Western locomotive shops at Swindon. From 1875 to 1878 he was engaged at Singapore in constructing a graving dock from my designs. In 1880 and 1881 he assisted me and represented me during my absence from England in the preparation of the materials for a large screw pile wharf for Karachi and also of certain materials for Madras. In 1882 he visited India on independent business and remained a few days at Madras, where he thoroughly inspected the harbour works. He has since been engaged in superintending supplies of materials for various works, mostly in India.

From the above it will be seen that he has had extensive general experience and ought to be well qualified to carry on the special operations at Madras with the assistance of the existing

well-organized staff. I especially rely on his successful dealings with Boards and with contractors of various kinds, and, from my personal knowledge of him, I am sure that he will make himself generally popular and maintain the social credit of the harbour works staff. I may add that he is constitutionally well-fitted for such a climate as that of Madras. The remuneration he would expect is Rs. 1,500 per month, to be reckoned from the date of his departure from England to the date of his return, with a free passage out and home. The above salary is the same as Mr. Thorowgood has lately received.

Having now described in detail what I consider the best position for the two local Engineers, I may be permitted to add a few words as to my own. It is a matter of indifference to me whether my appointment be called Consulting Engineer or Engineer-in-Chief, and equally so through what channels official communications to me or from me may pass, but the one condition on which alone I can hope to be of any use to the Secretary of State is that there shall be a perfectly free and confidential communication between the Superintendent and myself. By means of this I should expect in the future, as I have done in the past, to avoid, in the great majority of questions that may arise, any necessity for official action, and in the few that remain I shall have full materials for giving such prompt advice as may be called for. I think I may refer to my twenty years' employment by the India Office in connection with works in India as a proof that this system is conducive to smooth working and successful results.

ORDER—dated 2nd March 1889, No. 623 W., Public Works.

Ordered that the Secretary of State be addressed.

(True Extract.)

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

Exd. A. D. Xavier.
Spare Copies

BUILDINGS AND ROADS.
CIVIL WORKS.

Gobt. of {1889} Madras.

PUBLIC WORKS.

Dated March, 2nd.

Recd.

Encl.

G.O., 2nd March 1889, No. 623 W.

MARCH.

Madras Harbour Works

Ordered that the Secretary of State be addressed on the subject of the proposal made by Mr. Parkes for the future superintendence for the construction of the —.

(1) Re: Telegram & reply
A dispatch? Mr. Brundage?
the 1st March?

(2) Sub: land at ...
Abstract blocks at ...

12/16
12/19

Perhaps that an order to
submit to the Board with
the Secy of State

(3) distribution of communications
to the Board?

Board to order that
Abstract blocks are
to be made at once
That they must clearly
understand that they have
to carry out the orders of
the Secy of State & Gov
as to construction
After point out that Mr
Parkes previous to this
was in a position to
the instructions given by the
Secy of State in dispatch
dated ...
by the Secy of State
Official communications

Order by H.R.

18/2/89

277

12/18
12/19

Point out impracticability of Saker's proposal.
But think there ought to be some one of more
experience than Mr. Logson to advise local Govt.
from time to time after inspecting minutes of progress
of works. Think therefore that an Officer should
be appointed to advise Government who could
then control action of Harbour Board and
their engineers.

The Office hitherto held by Mr. Saker would
fulfil these conditions provided the Officer
were required to visit the work periodically
and had no executive functions.

22/8

1218
1219

Bankers proposal in principle
as Harbour Trust Board leg
have the masters of the Harbour
and works - Friction will
inevitably occur -

We will address your Lordship
by next mail -

23/9

Presumed dispatch

My Lord

1259

10

With reference to your
Lordship's dispatch No 3
dated 24th Jan 89 and the
telegram sent in reply
we regret that after careful
consideration we do not
consider that the late
Mr Parker proposed to
acquire the port of Enniscorthy
to the Harbour Trust Board
from that of President of
the Harbour construction
works is one that is practicable
or that can be thought of

Under the Act constituting
the Harbour Board they
the Board can by law the
masters of the Harbour and
the works of construction
maintenance &c and it is
for them to carry out the
works; at the same
time ample control exists
so they can be enabled
to make superior appointments
or to carry out any work
the estimate for which
has not been the previous
sanction of the
We are now

altering this.
Previous to the construction
of the Harbor Board Trust
the construction of the
Mendocino Harbor was a
Gov work and was the
carried on under the
direct control of Gov
and this was meeting
at the commencement of
this important undertaking
the case is different
now because as soon
as the final designs
are settled (and this
we hope will shortly
be done) the work
can be comparatively
in simple nature and
we see no necessity
for the Act to be altered
so as to allow the
employment of a special
Resident Engineer under
the direct order of a
Consulting Eng. Engineer
and relieving the Harbor
Board of all responsibility
as regards construction
in construction and leaving
them the charge of
the

another Engineer 12/18/1891
This arrangement would
be very expensive and
in our opinion is not
desirable ^{in practice} and would
nearly cause much
friction. we also strongly
object that the Consulting
Engineer should (as proposed
by the late Mr Parker)
be an independent construction
independent of the
Gov and the Harbor
Board. we regret
that the late Mr Parker
on several occasions
took up this position
and much friction ensued.

12/18/1891
We do not see a moment
advocate that the Board
should be allowed to carry
out the Mendocino Harbor
works with their present
Engineer and we do not
consider that Mr. Polson
has sufficient experience
to carry out the work
without assistance &c!!
What in our opinion is
required is that an
experienced Harbor
should be appointed

The late Mr Parker
and that he should
some in his visit
should and after
inspection have the
necessary plans for
the completion of
the work ^{perhaps} and also
with the best means
for carrying out the work
These plans, if carried
would require your sanction

Should he consider
in his visit to the
case Mr Parker but
to take charge of the
work that the late Parker
be with the Secy of the
Harbor Works and he
will forward through
the Board and this
Gov the necessary reports
to the Secretary of
to enable him to give
the necessary advice for
the successful prosecution
of the work

We consider it also
advisable that all stores
necessary for the Secy
be

12/15/21
It is our united desire
most necessary and advisable
that the Secretary of
the Harbor Works
should when necessary
and certainly at least
once a year visit the
Harbor and inspect the Harbor
Works (this was formerly
done by the late Mr Parker)
he should report through
the Harbor Board and
this Gov to the people
make and make suggestions
as regarding carrying out
the work.

On no account should he
have any execution functions
he should be the adviser
of the Secy of State
and of this Gov

We think that the above
proposals are most
your Lordships approval
and that an early
decision ¹² regarding
them may be made
This is most important
as there are several
points ~~that are~~ in the
Harbor works that require
early settlement ¹²
This cannot be an opinion
to make in the

The existence of an
embankment at Harton
Quarry in the shot-
it is thought highly
desirable that the
shd be no delay in the
appointment of a
surveyor as previously
of the late Mr Perkins
and that he shd visit
the works without delay

WML
21/2/1897

Hartton Disputes

1st Telegram is reply to
dispatch No 3
Should Board be consulted?

2nd Abutment blocks
Should they be sent in
before at once

3 Also the 2 dispatches to
be communicated to the
Board

4 B required in the Board's
letter

Proposed that the Board be
told that the Abutment
blocks can be sent in
before at once

That they must clearly
understand that they have to
carry out the orders of the
Secy of State & of the
Minister for works
Construction

Also point out that Mr
Perkins' proceedings are
irregular and
the result

Secretary of State
his despatch No 4
dated 7th June 1888
the communication sent
by him to Mr. Harbison
Pursuant to the same
the same matter of
detail

Mr. Blacker too will not
unwisely to send
they can be used for
some time

12/88
12/19
My dear Prince
Chairman No 565
11.2.89

I need hardly say,
that the Board's res-
olutions were passed,
& the draft approved,
before the intelligence
of Mr. Parker's death
had been published.

18 Years since
Customs
12.2.89/

2029.

Public works.

No 11.

India Office.
London. 27th December 1888.

My Lord,

12/18
12/19

I have received your Excellency's Public Works Letter No 22, dated 10th November 1888, supporting a recommendation made by the Madras Harbour Trust Board that Mr Rogson's temporary appointment as Engineer to the Board should now be confirmed.

2. The question of Mr Rogson's permanent appointment can be more conveniently considered when the plan on which the Harbour should be reconstructed has been

finally

This Excellency,
The Right Honorable,
The Governor in Council,
Fort St George.

15

12/18
12/18

finally settled, and I will
accordingly address you
later on the subject.

I have the honor to be,
My Lord,
your Lordship's most obedient
humble servant,
(signed) Cross.

218/1
No 1

Public Works
27th December 1888

Copy
Letter to Fort St George
No 11

1796

156
PH 562/89

With original
C.R.
22/1/89

886

Received 22nd Jan'y/89

2029.

Public Works.

No 11.

India Office.
London. 27th December 1888.

12/8
19/19

My Lord,

I have received your
Excellency's Public Works
Letter No 22, dated 10th
November 1888, supporting a
recommendation made by
the Madras Harbour Trust
Board that Mr Rogson's
temporary appointment as
Engineer to the Board should
now be confirmed.

2. The question of Mr
Rogson's permanent appointment
can be more conveniently
considered when the plan on
which the Harbour should
be reconstructed has been

finally

This Excellency, 7
The Right Honorable,
The Governor in Council,
Fort St George.

17

12/18/219
finally settled, and I will
accordingly address you
later on the subject.

I have the honor to be,
My Lord,
your Lordship's most obedient
humble servant,

L^{on}.

folio 562
N^o 2

G.O. 17.9.88 N^o 2913W
" 10.11.88 N^o 3573W
+ despatched to

Public Works

27th December 1888

The
Secretary to the
N^o 11

By 21/1/89

M. R.
C. W. M.

N^o 179 W d/23.1.89

Am

1st
22/Jan

A Communicated
to the Chairman,
Madras Harbour Trust
Board, with reference to
G.O. N^o 3573 W dated
10th November 1888.

W. M.
21.1.89

Chairman M. H. B.

Marine Dept. 21/1/89

Received 16 Jan 189.

Dec
H. W. 22.1.89
R 23.1.89

1218
1219

9

19

G.O. of (1889) Madras.
PUBLIC WORKS.

24/1/89

Dated

Read

Encl.

G.O. 23 Jan 1889 No. 1794

Mr. A. L. Popper

Order commg. to the chairman, Mr. H. J. Board, despatched from the Secy of State for India deferring consideration of the question of the permanent appointment of - as Engr to the Board.

40/3

Popper 24/1

12/14
12/19

I have rewritten Mr. Mead's draft. We are forced to the time taken, by the revision despatched sent 5th 878.

W
23 Feb.

12/18
12/19

With reference to your Lordship's despatch No. 3 dated 29 Jan 1889 transmitting to us a proposal by the late Mr. Parker for separating the office of Engineer to the Harbour Trust Board from that of Engineer for the Harbour Construction works, informed of the latter by we have already telegraphed that we consider the proposal impracticable.

2. The proposal involves a return to the position which preceded the passing of the Harbour Trust Act, when the work was a Government one; ignores the constitution & functions of the Harbour Trust Board established by the Act of 1886. Under that Act the Harbour & the work

LHS
25/2/89

12/20

of construction & maintenance
are vested in the Harbour
Trust Board, and ~~therefore~~
this body ~~can~~ and its office
cannot in our opinion
be let aside as ^{suggested} proposed.
~~The arrangement would be~~
~~unnecessary~~ the provisions
of the act and the fact that
the prosecution of the works
depends on the supply of
funds by the Treasury of
State for India are amply
sufficient to give the Govt.
~~all~~ the necessary control of the
works, and we see no
reason to question the ad-
vantage of its being con-
ducted through the Harbour
Trust Board, or ^{the desirability} ~~rather~~
of continuing
the arrangements made
in 1886. in this respect.

3. When we recommended
that Mr. Papan the appoi-
ment

12/18
12/19

12/18
12/19
of Mr. Papan the Engineer
chosen by the Harbour Trust
Board should be made per-
manent, we did not of
course intend that he should
be entrusted
with the work without any
superior ~~advisory~~ control.
~~But~~ however
we think that such would
best be provided and ex-
cised through the Harbour
Trust Board & by the ap-
pointment of an officer
who should have no execu-
tive functions but should
act as the adviser of the Govt.
of State & the Govt. & whose
suggestions should reach the
Board in the shape of adv-
ice. ^{the officer} ~~He~~ should be in
fact a Consulting Engineer
not an Engineer in Chief.

13
21

and it should be a condition
of his appointment that
he should from time to time,
when necessary and at least
once a year, visit the works
for the purpose of keeping
himself acquainted with all
the conditions of the work;
and especially that he should
~~be~~ as soon as possible come
out here and make a stay
sufficiently prolonged to enable him
to ~~be~~ ~~be~~ settle on
what lines the work is to
be carried on & to prepare or
revise the necessary plans
& estimate for your Lordships

approval & sanction. We who
q. Under supervision of this
character, and applied in the
way we have suggested, we
think that the execution of
the works might be left to Mr.
Parker, under the Harbour Trust Board.
H.C.

an condition
consider it essential that
all tools & machinery should
be obtained through the Indian
Office & in accordance with
the advice of the Consulting
Engineer

1218
1219

1722

120/89

CURRENT No.

[9]

DEPARTMENT.

2-10-88 4 27 6.3.88
763 w

2 27 14.2.89
451 w

11 27 23.11.86
3099 w

3919 w 13.12.88 (orig),

3068 w 1.10.88 (orig),

From

R. W. Barlow Esq

No.

Dated 12/2/89

Received

Enclosures

SUBJECT.

Re Mr Parkes' death

Telegram to Secy of State

From Public Works
Despatch of 24 Jan 1889.

Parkes' arrange-
ment is impracticable.
Harbour Trust Board
by law are masters
harbour and works.
friction would be
inevitable - despatch
will follow by early
mail -

19 Feb 1889.

20

Handwritten text on a rectangular piece of paper, possibly a label or note, pasted onto the left page. The text is mostly illegible due to fading and the quality of the scan.

Large rectangular piece of paper or parchment covering the right page. It contains faint, mostly illegible handwritten text. There are some numbers and symbols visible, such as "1218" and "1219" near the top left of this section.

Handwritten text in the top right corner of the right page, including "1218" and "1219".

Handwritten text, possibly "No 1218", located below the top right corner.

Handwritten text, possibly "1218" and "1219", located below the previous block.

Handwritten text, possibly "No 3", located in the middle right section.

Handwritten text, possibly "1218" and "1219", located in the lower middle right section.

Handwritten text, possibly "21", located in the lower right section.

Handwritten text, possibly "21", located below the previous block.

Handwritten text, possibly "21", located at the bottom right.

Handwritten text, possibly "21", located on the left side of the right page.

Harbour Trust Board Office,

MADRAS, 15th February 1889.

FROM

12/19
12/19
R. W. Barlow Esquire *12/19* *12/19* C.S.

CHAIRMAN, HARBOUR TRUST BOARD,

MADRAS,

TO

Colonel H R Mead R. C.

29
SECRETARY TO GOVERNMENT,
Public Works
Marine Department.

Sir,

I have the honor to acknowledge
the receipt of your letter no 756C of
yesterday's date and to forward herewith
copy of Mr Parkes' plan A which accompa-
ned G. O. no 153 W dated 16th January 1888.

I have the honor to be
Sir

Yours most obedt Serv

25
Morton

Chairman

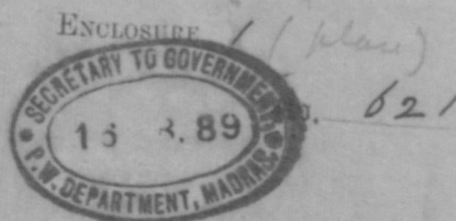
Harbour Trust

25
P. Rec

Public Works. *Public 1542*
MARINE DEPARTMENT.
FROM
THE CHAIRMAN,
HARBOUR TRUST BOARD,
MADRAS.

To
THE ²⁹ ~~Chief~~ SECRETARY TO GOVERNMENT,
Public Works Department.

DATED 15 February 1889
RECEIVED 16



SUBJECT.

Forwarding copy of Mr.
Parkes' plan A.

Put in file
MR

1558W

436.

Public Works.

N. 5.

*"Madras Harbour Works. Mr.
Parkes died 5th despatch on the
subject will follow."*

*1218
1219*

India Office.

London, 28th March 1889.

My Lord,

With reference to my
telegram of the 7th February
1889, quoted in the margin,
informing you of the death
of Mr. Parkes, late Consulting
Engineer for the Madras
Harbour Works, I have now
to inform you that I have
not thought it necessary to
make any fresh appointment,
and that when any questions
requiring a professional
opinion arise they will be
referred to Sir Alexander
Dendel A.C.E., the
Consulting Engineer to this
Office, who is fully
competent to advise on
matters connected with

Harbour

His Excellency,

The Right Honorable,

The Governor in Council,

Fort St. George.

37 27

1218
1219

Harbour Works

I have the honor to be,

My Lord,

Your Lordship's most obedient,

humble servant,

(signed) Cross.

N^o 3

Public Works
28th March 1889

Copy

Letter to Fort St. George

N^o 5

12/8 hr.

1439/57

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121¹⁸
1219

India Office,
London, 24th January 1889.

Public Works,
No. 3.

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

My Lord,

Madras Harbour. Superintendence of
works during construction.

* Dated 15th December 1888.

In continuation of my Public Works Despatch No. 11, of 27th December 1888, I forward herewith, for your Excellency's consideration, copy of a letter* which has been addressed to me by Mr. Parkes on the subject of the future arrangements for the superintendence of the Madras Harbour Construction Works.

2. The strong opinion expressed by the Harbour Trust Board, and supported by your Government, that Mr. Pogson should be confirmed in the post of Engineer to the Board, and Superintendent of the construction works, which he temporarily holds, has received my careful attention; but, before giving my decision, I request that I may be favoured with your Excellency's opinion upon a proposal made by Mr. Parkes for separating the post of Engineer to the Trust Board from that of Resident Engineer for the Harbour construction works. The appointment of Resident Engineer for the Harbour works would, it is to be understood, be limited in time to the period required for the reconstruction of the harbour.

3. The matter is a pressing one now that reconstruction operations have been resumed, and I shall be glad, therefore, of a reply by telegram to this Despatch.

I have the honour to be,

My Lord,

Your Lordship's most obedient humble Servant,
(Signed) Cross.

17957. L. 170.

A

W. O. S. 7/1/4.

12/16
12/19

ENCLOSURE.

Madras Harbour.

23, Abingdon Street,
15th December 1888.

Sir,

As the proposals received from the Madras Harbour Trust Board will, if approved by the Secretary of State, result in the more active prosecution of the harbour works, it has become necessary for me to submit a more detailed recommendation as to their future superintendence.

The Harbour Trust Board have recommended that the appointment of Engineer to the Board should be conferred upon Mr. Pogson, who had acted as Mr. Thorowgood's Assistant till the departure of that gentleman in August last, and urge, in support of that recommendation, Mr. Pogson's satisfactory performance of his duties as Assistant Engineer, and his familiarity with all the details of the work.

While fully endorsing, from the information I have received, the high character of Mr. Pogson, I am still of opinion that an Engineer of greater general experience and professional standing is required for the position of responsible local Superintendent of these important works.

At the time the works were commenced in 1875, a Superintendent of great experience in this particular branch of engineering was appointed on my recommendation, and on his death, a few months later, Mr. Thorowgood was, also on my recommendation, appointed to succeed him. Both these gentlemen were subordinate to me as Engineer-in-Chief.

There was also appointed an Assistant Engineer at a much lower salary, and whose position was entirely subordinate to that of the Superintendent. He had no separate responsibility, but it was desirable that he should be a European of such position and social standing as would make him suitable for undertaking the routine duties of Superintendent during the casual absences of the latter.

While the work was entirely in the hands of the Government this arrangement answered very well. There was no doubt about the limits of the authority of the Superintendent, or of his subordination to me in the event of any question arising. During the 10 years that this arrangement continued no serious difficulty arose.

Hitherto there has been a Superintendent and an Assistant, but since the establishment of the Harbour Trust the Superintendent has had to act in a twofold capacity—that of Engineering Adviser to the Board, and that of local representative of the public interests administered by the Secretary of State. The Assistant had no separate position at all.

What I have now to propose is, that these two functions should be separated. Let Mr. Pogson retain the appointment which the Board have conferred upon him, and act in that capacity in all matters in which the Board has independent authority, but appoint a new Superintendent of the Breakwater Works, who should be precluded from taking any official action outside the scope of the design sanctioned by the Secretary of State in 1884. It should be understood, however, that when I say that his official action should be limited in this way, I put no such limitation on *unofficial* conferences, which I think would be the natural result of the acceptance of this proposal in an amicable spirit, and would materially conduce to bring forth useful suggestions.

The Superintendent would be, I presume, nominally an officer of the Board, and of course supreme in the department to which his duties are limited. He would be subject to the authority of the Board in all matters connected with local contracts or appointments in his department. He would make periodical reports to the Board as to the progress of the works, but he would naturally know that in these reports he should confine himself to statements of fact. It should be further understood that he is to send to me unreservedly all information, not only in respect of the works immediately under his charge, but of all other matters connected with the harbour, not merely as a work of construction, but as an undertaking for the public benefit.

And in connection with this I would especially mention that he should make it part of his duty to obtain facts and evidence in respect of the future question of the position of the entrance to the harbour, as to which I hope to make some further suggestions.

With regard to the duties of Engineer to the Harbour Trust, I have no limitations to propose. The Board are undoubtedly entitled to have an officer who can freely advise with them, and formulate any suggestions that may be made by unprofessional members. I do not even wish to restrain him from making any comments upon, or proposals for changing, any features of the sanctioned design. Such comments or proposals may be useful, if I am at the same time furnished with direct information from the Superintendent which will enable me to judge of their merits, and report to the India Office, if required. But I should object, and I think with reason, to giving an opinion upon proposals supported only by the *ex parte* statements in writing of an Engineer not under my control.

I think that if the official duties of the two Engineering officers were marked out as above, there would be no occasion for the appointment of an Assistant, at any rate for the present. There is no reason why the two should not work together, or why either should not temporarily carry on the duties of the other during short absences, and I believe perfectly free communication would be to the advantage of both. Some re-arrangement of the duties hitherto carried on by the Superintendent and Assistant respectively may be necessary, but this may be left to be settled between them.

I may mention that I have spoken with due reserve to a gentleman who I believe would be well fitted for the position of Superintendent, and would be willing to undertake it on the assurance that due provision was made against a repetition of the unpleasant proceedings which led to Mr. Thorowgood's resignation. He is Mr. Edward Jackson, M. Inst. C. E., whom I have known and worked with for many years. He served his pupillage on the Dover Admiralty pier works, and subsequently in the Great Western locomotive shops at Swindon. From 1875 to 1878 he was engaged at Singapore in constructing a graving dock from my designs. In 1880 and 1881 he assisted me, and represented me during my absence from England, in the preparation of the materials for a large screw pile wharf for Karachi, and also of certain materials for Madras. In 1882 he visited India on independent business, and remained a few days at Madras, where he thoroughly inspected the harbour works. He has since been engaged in superintending supplies of materials for various works, mostly in India.

From the above it will be seen that he has had extensive general experience, and ought to be well qualified to carry on the special operations at Madras with the assistance of the existing well organized staff. I especially rely on his successful dealings with Boards and with contractors of various kinds, and, from my personal knowledge of him, I am sure that he will make himself generally popular, and maintain the social credit of the harbour works staff. I may add that he is constitutionally well fitted for such a climate as that of Madras. The

remuneration he would expect is Rs. 1,500 per month, to be reckoned from the date of his departure from England to the date of his return, with a free passage out and home. The above salary is the same as Mr. Thorowgood has lately received.

Having now described in detail what I consider the best position for the two local Engineers, I may be permitted to add a few words as to my own. It is a matter of indifference to me whether my appointment be called Consulting Engineer or Engineer-in-Chief, and equally so through what channels official communications to me or from me may pass, but the one condition on which alone I can hope to be of any use to the Secretary of State is, that there shall be a perfectly free and confidential communication between the Superintendent and myself. By means of this I should expect in the future, as I have done in the past, to avoid, in the great majority of questions that may arise, any necessity for official action, and in the few that remain I shall have full materials for giving such prompt advice as may be called for. I think I may refer to my 20 years' employment by the India Office in connection with works in India as a proof that this system is conducive to smooth working and successful results.

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

The Under Secretary of State
for India.

30
31

No 6

Public Works

24th Jan^y 1889

Copy

Letter to Fort St George

No 3, & Enclosure.

1.50

P.W. 1558

1889

With original
on
1-2-89

D.P.W.

Received 20 Feb^y 1889