

- (1) பக்கங்களின் எண்ணிக்கை 12
 (2) புதுக்கித் திருப்பிய நாள் 16-5-89
 (3) ஆதாரங்குறிப்பவர் கருக்கொப்பம் low

தமிழ்நாடு ஆவணக் காப்பகம்.

28

தமிழ்நாடு அரசு

PWD குறை

அரசாணை எண். மு. கோப்புத் தாள் எண்.	1481	அச்சகம் பலவகை
நாள் : 5 6 / 1889		198.

மடிக்கவோ கண்டபடி கையாளவோ கூடாது

6 sheets
227

1481

GOVERNMENT OF MADRAS.
FINANCIAL DEPARTMENT.

READ—the following paper:—

Resolution of the Government of India, Department of Finance and Commerce
(Accounts and Finance—Stores), dated Simla, 23rd May 1889, No. 2586.

Read—again—

Financial Resolution, No. 185, dated the 10th January 1883, prescribing rules for the
supply of stores required for the public service.

Read—also—

Despatch to Secretary of State for India, No. 319, dated the 25th December 1888.
Despatch from Secretary of State for India, No. 46 (Financial), dated 28th February 1889.

Resolution—

The Governor-General in Council directs the substitution of the following para-
graph for paragraph 3 of the Resolution, No. 185, dated 10th January 1883:—

3. The special cases in which, with the previous sanction of the Government of India or of
the Local Government, as the case may be, stores of European manufacture may be obtained in
India, are—

1st—when for any special reason it may be more economical to do so;

2nd—when stores indented for from England have not arrived, or when a sudden
emergency has arisen, and, in either case, only if serious inconvenience to the
public service would be caused by waiting for the stores from England;

3rd—when the articles are perishable.

It should be clearly understood that orders must not be given to agents or firms in India
for stores to be procured from England, and that local purchases of European stores are to be
restricted to articles which are actually procurable in India, and can be delivered promptly.

Order—

Ordered that the foregoing resolution be communicated as follows:—

To all Departments * of the Govern-
ment of India.

* To Public Works Department, with copy of Despatch
from Secretary of State, No. 46, dated 28th February
1889, and of the notes.

To all Local Governments and
Administrations.

To the Comptroller and Auditor-General, and to all Accountants-General and
Comptrollers.

To the Head Commissioner, Paper Currency.

To the Mint Masters and Assay Masters, Calcutta and Bombay.

To the Commissioner, Northern India Salt Revenue.

To the Superintendent of Government Printing, India.

(Signed) J. E. O'CONOR,
Asst. Secy. to the Govt. of India.

8TH JUNE 1889, No. 358, FINANCIAL.

ORDER—dated 8th June 1889, No. 358, Financial.

Communicated to Departments of Government, in continuation of G.O.'s,
No. 190, dated 31st January 1883, and No. 852, dated 28th April 1883.

(True Extract.)

J. F. PRICE,
Chief Secretary.

To the Departments of Government.
„ Heads of Departments.

Ed. A. Raitt.

1481

2

Gobt. of {1889} Madras.
FINANCIAL.

Issued

Recd.

Encl.

G.O., 8th June 1889, No. 358.

JUNE

Stores.

Communicating to Departments of Government, Government of India Resolution making certain amendment in the Resolution of 1883 regarding the supply of stores required for the public service.

13TH MAY 1889, Nos. 206, 207, MARINE. 1481

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—again the following paper:—

G.O., dated 22nd December 1888, Mis. No. 569, Marine.

Read—the following letter from J. E. O'CONOR, Esq., Assistant Secretary to the Government of India, Department of Finance and Commerce, to the Chief Secretary to the Government of Madras, dated Calcutta, 11th December 1888, No. 6583:—

I am directed to acknowledge the receipt, with your letter, No. 499, dated the 30th October 1888, of the Proceedings of the Government of Madras, regarding representations from Mr. Minchin and others against the levy of pier dues and tolls under Madras Act III of 1885 in the port of Gopálpur.

2. I am to state that the Government of India would be glad if the Presidency Port Officer could visit Gopálpur shortly, and report fully on the whole question. The Government of India would also like, with the permission of His Excellency the Governor, to receive a copy of his report and of any orders which the Government of Madras may issue in connection with it.

Order—dated 22nd December 1888, Mis. No. 569, Marine.

Communicated to the Presidency Port Officer, for information and guidance. He will report when he proposes to visit Gopálpur.

(True Extract.)

(Signed) J. F. PRICE,
Chief Secretary.

To the Presidency Port Officer.

READ—also the following papers:—

From Captain H. A. STREET, H.M.'s I.M., Presidency Port Officer, Madras, to the Chief Secretary to Government, dated Madras, 15th February 1889, No. 45-G.

Having recently visited Gopálpur, in compliance with the instructions contained in G.O. No. 569, dated 22nd December 1888, and examined the pier at that port, I have the honor to submit, for the information of Government, the following remarks with respect to the structure as a means of facilitating landing and shipping operations, and also on the question of continuing the levy of pier dues and tolls at the port of Gopálpur:—

1. Judging from the reports which I have received since the pier was completed, and also from information supplied on the spot by the local Port Officer, landing and shipping operations seem to be only possible at the pier under the most favorable circumstances of wind and weather.

2. During foul weather the outer surf, I was told, breaks about three hundred feet to seaward of the pier head; the middle in the near vicinity of the second T. head; and the inner close to the 1. head nearest the shore. During the ordinary weather of the fair season, the short, chopping sea raised by the sea-breeze, when blowing freshly, combined with the surface current, makes it a very difficult matter for the boatmen to keep their boats in position alongside of the pier, either to discharge or load; and these obstacles to quick work, together with the height of the structure — 22 feet above the sea — which also checks quick work, prevent it from presenting any particular advantage over the existing practice of carrying on the landing and shipping work from the beach. Even under the most favorable circumstances of wind and weather, it seems that the pier has seldom been used for cargo or by passengers.

3. No extension, in my opinion, would improve matters, as it is highly improbable that the difficulty now caused by sea and current in ordinary weather would be overcome thereby; indeed, I think that the difficulty of keeping a boat in position alongside the pier would be increased, and, during foul weather, almost, if not quite, impracticable. Under these circumstances, and taking into consideration the enormous expense which would probably attend any attempt to extend the pier beyond the outer surf line, I am not prepared to make any recommendation to that effect.

4. The question now to be considered is—What can be done with the pier? It is clear that, as a means for facilitating landing and shipping operations, it is of little or no use; the yearly cost of upkeep, without taking into consideration anything more than the mere ordinary repairs and periodical painting, may be taken at about Rs. 1,500, and it is probable that after each foul-weather season a further sum will be required to make good defects caused by the action of the sea, as during the last year a large proportion of the nuts which secure the cross tie rods to the piles, worked loose through the shaking caused by heavy seas striking the structure, and upwards of 75 of these rods were forced out of position. It is, therefore, a matter for the consideration of Government, whether the expense connected with the upkeep of a structure which the mercantile community of Gopálpur apparently will not use, and which offers so few advantages over working from the beach, should continue to be incurred. The most economical course, in my opinion, would be to dismantle it, removing everything, including the piles, if practicable, and sell such of the materials which cannot be utilized for the public service elsewhere.

5. In paragraph 8 of letter, No. 2534, dated 15th March 1884, from the Port Officer, Madras, to the Secretary to Government, Public Works Department, it is stated that a pier of 900 feet from high-water mark would meet the purpose, and the measures taken for arriving at this conclusion are therein stated. The pier, as it stands at present, is 960 feet long. The height of the structure, 22 feet, was apparently considered necessary on account of the heavy seas experienced during the foul weather season, and my predecessor, the late Captain Taylor, intended, I believe, to lessen the effect the height would have on landing and shipping operations by fixing stages and shoots, following the plan adopted for the pier at Pondicherry, but the idea was abandoned on further considerations, as the stages could only be kept in position during fine weather.

6. As pointed out in paragraph 5 of my letter, No. G-100, dated 6th March 1888, the first intimation I received of the pier not being sufficiently long was contained in a letter I received on the 1st February from the local Port Officer at Gopálpur. During the period that the pier was under construction, Gopálpur was visited, as usual, by the Madras Port Officer in the course of his yearly inspection of the coast ports, and apparently that officer never anticipated that the pier would not fulfil the conditions for which it was sanctioned; for, otherwise, he would surely have made a reference to Government on the subject. Mr. Minchin, a merchant of Gopálpur, in his letter to Government, dated 18th June 1888 (*vide* Proceedings, 14th August 1888, Nos. 397, 398, Marine) states that the late Captain Taylor was informed by him that "the point fixed upon as the limit of the pier was within the surf line," but there is nothing on record to show that such a representation was made; and I think that if

this statement is correct, neither the late Captain Taylor nor Mr. Minchin, judging from the great interest the latter gentleman has exhibited in this unfortunate undertaking and in all matters connected with Gopálpur generally, would have kept such a very important defect from the ears of Government. I would point out that it is only on the introduction of pier dues, and after Captain Taylor's death, that Mr. Minchin brings to notice the defect in the pier and quotes from a conversation which he states he had with the late Captain Taylor on the subject. If the late Captain Taylor did make the remark attributed to him, it seems strange that Mr. Minchin should have been satisfied to have passed it over without comment for so long a time.

7. That a mistake has been made is now plain, but whether it could have been foreseen is a question in respect to which I am not in a position to offer an opinion. It was at the earnest request of the mercantile community of Gopálpur that a proposal to erect a pier was submitted to Government, and as I believe that Mr. Minchin, as the principal member of that community, was made fully aware of all matters appertaining to the same, it seems extraordinary that he failed, while the work was progressing, to represent to Government a defect which, according to his own shewing, he had discovered at the very commencement of the work, and which would so seriously affect the utility of the pier. As the cost of the upkeep of the pier has to be met, and the financial position of the port of Gopálpur is far from satisfactory, I submit that, under the circumstances above quoted, the request of the mercantile community of that port to be relieved of pier dues should not be complied with, as long as the pier has to be kept in repair.

Note by the Chief Engineer, Public Works Department.

Gopálpur Screw-pile Pier.

The cost of lengthening the Gopálpur pier would be very great, and I think the Presidency Port Officer's report shews that even a considerable lengthening of the pier would not materially improve matters.

The present pier is 960 feet in length, the estimated cost, Rs. 3,08,200 or about Rs. 330 per foot run; we may take it approximately that the pier at the land end, where the screw-piles are only 24 feet in length, cost Rs. 300 a foot, and that at the sea end, the cost is Rs. 400 a foot run.

If the pier was lengthened, the cost per foot run would be considerably increased, as longer piles and much stronger bracing would be required (from the reports it appears that the present structure requires new additional bracing).

I consider that we ought to allow an estimated cost of at least Rs. 500 per foot run for any lengthening that may be thought of, and I suppose that even Mr. Minchin would not be satisfied with a less length than 300 feet in advance of the present pier; the cost of this would be at least $1\frac{1}{2}$ lakhs of rupees and probably more, as I believe the depth of the water increases rapidly.

I consider under the circumstances of the case and especially as lengthening the pier would be but a doubtful experiment, that this additional expenditure is not to be thought of.

I forward a note by Mr. Walch, Chief Engineer for Irrigation on the pier. This officer knows the port of Gopálpur and the pier well.

(Signed) H. R. MEAD, Col., R. E.,
Ag. Chief Engineer, P.W.D.

14th March 1889.

No. 17.

Note by the Acting Chief Engineer for Irrigation.

Gopálpur Screw-pile Pier.

An open work pier of this kind in an open roadstead on this coast is not likely to be of much use; when the sea is calm, landing and shipping operations can be easily managed along a great length of beach; when the sea is at all rough, boats cannot lie near the pier—there is no smooth water lee-side—and the beach can be made use of long after the pier has ceased to be approachable.

2. At Gopálpur the conditions are particularly unfavorable for such a pier, for there is probably no place along the coast where the sea is more frequently disturbed and where the surf breaks further out, owing to the exposed position, the lie of the land, the currents, and the formation of the bottom near shore.

3. For some distance from the end of the pier, as it is, the piles are upwards of 40 feet long, and notwithstanding the extra cross-bracing given to them, they oscillate and vibrate in heavy weather to an extent which threatens the stability of that end of the pier; lengthening the structure on the existing design is out of the question, and even were it lengthened at a very great expense with piles and bracing of a much greater section, it would still, I believe, be useless for three-quarters of the year, and of but very little convenience for the other quarter.

CHEPAUK,
8th March 1889.

To the Chief Engineer, P. W. D.

(Signed) G. T. WALCH,
Ag. Chief Engineer for Irrigation.

No. 1328-C.

MEMORANDUM.

Transferred to the Marine Department, with reference to endorsement in that department, dated 2nd March 1889, herewith returned, with enclosures.

MADRAS,
14th March 1889.

To the Marine Department, with 3 enclosures.

(Signed) H. R. MEAD, Col., R.E.,
Ag. Secy. to Govt., P.W.D.

Office Note from the Chief Secretary to Government, to the Secretary to Government, Public Works Department, dated 8th April 1889.

The undersigned is directed to request that inquiries may be made in the Public Works Department on the following points in connection with the Gopálpur pier:—

- (i) Whether it would be possible to dismantle the pier at a reasonable cost?
- (ii) If so, whether the materials could be utilized elsewhere, e.g., on the Rushikulya project, or in bridging one of the rivers in the district?

(Signed) J. F. PRICE,
Chief Secretary.

Office Note from the Secretary to Government, Public Works Department, to the Chief Secretary to Government, dated Ootacamund, 16th April 1889, No. 67.

In the revised estimate for constructing the Gopálpur pier, amounting to Rs. 3,08,200, a sum of Rs. 46,500 is entered for "erection of pier, laying metre gauge

line, turn-tables, ladders, painting and finishing." It is difficult to say what the painting of such a structure would have cost, but I should say Rs. 2,000 would have covered it. The cost of taking the pier to pieces (considering that the nuts will by this time have rusted on to the screw bolts) would be greater than if the component parts could be easily moved again. To unscrew the piles the same appliances will have to be used that were employed in putting them down, and the weight of iron to be removed is practically the same, and "work done" therefore the same as in constructing the pier. But taking into account that the *nett* sum of Rs. 44,500 represented most probably 30 per cent. profit for the contractor, Messrs. Massey and Co., I do not think the pier could be dismantled for a sum under Rs. 20,000.

2. The materials might be utilized, either wholly or in part, for bridging the Rushikulya either at Purushottapur or at Ganjam on the Northern Trunk Road.

They could not be utilized on the Rushikulya Canal work.

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

ORDER—dated 13th May 1889, No. 206, Marine.

His Excellency the Governor in Council is constrained with much regret to concur in the opinion come to by the Presidency Port Officer after personal observation, and confirmed by the present Acting Secretary to Government (Mr. Walch), who speaks with a long experience of Gopálpur, that "as a means of facilitating landing or shipping operations, the Gopálpur pier is of little or no use," and that it would be highly inadvisable to incur further expenditure on its extension.

2. Owing to this unfortunate undertaking, which, it is observed, was started on the urgent representations of the local mercantile community, the Ganjam ports have been involved in a deficit of about 1½ lakhs of rupees, and the best course which can now be adopted appears to be to dismantle the pier and sell the materials for what they will fetch. The timber and superstructure of the pier, the rails, winches, &c., can be at once removed, the cost being borne in the first instance by Provincial funds and recovered from the proceeds of sale by auction; the screw-piles may remain standing until some purchaser can be found. The attention of the District Board will be drawn to Colonel Drake-Brockman's remark that the materials might be utilized for bridging.

3. But before finally deciding on this course, His Excellency in Council resolves to give the local mercantile community an opportunity of expressing their opinion thereon. The Collector will accordingly, as soon as possible after receipt of these Proceedings, arrange to convene a meeting of the principal merchants of Gopálpur, and communicate to Government their views in regard to the retention of the pier. It must, however, be clearly understood that the Government has definitely decided to incur no further outlay on the lengthening of the pier, and that the only question for consideration is, whether the pier should be retained as it now stands, or dismantled, and, if a purchaser can be found, broken up.

4. In view of the proved failure of the pier to afford increased facilities for landing at the port, His Excellency in Council resolves to put a stop to the levy of tolls under section 4, Madras Act III of 1885, notified in G.O., dated 14th August 1888, No. 397, with effect from the date of receipt of this order. The levy of tolls under Madras Acts VII of 1871 and V of 1863 for the use of the pier, notified in G.O., dated 27th April 1888, No. 155, will continue so long as it is employed as a place for landing or shipping goods. It is observed that the levy of dues on food

*Patent not paid
if possible not
required*

13TH MAY 1889, Nos. 206, 207, MARINE.

grains, whether landed at the pier or elsewhere within the port, has already been suspended: *vide* G.O., dated 14th January 1889, No. 8.

(True Extract.)

J. F. PRICE,
Chief Secretary.

To the Collector of Ganjam.
" the Presidency Port Officer.
" the Public Works Department.
" the Local and Municipal Department.
" the Revenue Department.
" F. J. V. Minchin, Esq., Gopálpur.
" the Chamber of Commerce, Madras.
" " " Cocanada.

ENDORSEMENT—dated 13th May 1889, No. 207, Marine.

Copy to the Government of India, Department of Finance and Commerce, with reference to letter in that department, dated 11th December 1888, No. 6583.

J. F. PRICE,
Chief Secretary.

Exd. A. Raitt.

1481

6

Gobt. of (1889) Madras.

MARINE.

Issued

Recd.

Encl.

G.O., &c., 13th May 1889,
Nos. 206, 207.

MAY.

Gopalpur Pier.

Passing orders on papers showing the advisability of dismantling the —, and forwarding copy of Proceedings to the Government of India.

Order thereon. No. 1181 Wd/5 June 1889

*Comd. to the C.E. for
Inigation and the S.E. I Circle.
2. The orders of 1888 quoted
in para 4 were comd. to the
latter officers by G.O.s. nos.
1606 Wd/2-6-88 and 285/W
d/13-9-88*

*/sd/ R.R.E. D.B.
W*

*C.E. for S.
S.E. I Circle*

(6)