(1) பக்கங்களின் எண்ணிக்கை 74
(2) புதுக்கித் திருப்பிய நாள் 7.4.89
(3) ஆதாரங்குறிப்பவர் சுருக்கொப்பம்

தமிழ்நாடு ஆவணக் காப்பகம்.

(11)

தமிழ்நாடு அரசு

P.W.D துறை

அரசாணை எண். மு. கோப்புத் தாள் எண்.	622	அச்சகம் பலவகை
நாள் :	2-3-1889 ~~198~~.	

கவோ கண்டபடி கையாளவோ கூடாது

37. Sheets

Sheet No 5 & 6 Plan
with Extra Sheets

கா-1—18,006—15-6-87.

2.50

(36)

2ND MARCH 1889, No. 622 W., PUBLIC WORKS.

622

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

READ—the following papers :—

From J. P. FIDDIAN, Esq., C.S., Acting Chairman, Harbour Trust Board, to the Chief Secretary to Government, dated Madras, 19th January 1889, No. 246.

I have the honor to submit, for the information of Government, copy of a resolution passed by the Harbour Trust Board at their last meeting (in reference to G.O., No 3919 W., dated 13th December), in which Mr. Pogson has been directed to forward, for the information of the Board, copies of all correspondence with Mr. Parkes relating to the Harbour Works.

2. The Board note that since 1881 Mr. Parkes has "never given any instructions (and scarcely any before that) to the Harbour Works Engineer, but has frequently made suggestions which it was within the discretion of the Superintendent to adopt or not."

3. At para. 6 of the despatch from the Right Honorable the Secretary of State, No. 4, dated 7th June 1888, His Lordship says that he wishes "it to be clearly understood that in no case will orders be given by or from Mr. Parkes, but that his suggestions should receive due attention."

4. While the Board do not object to "unofficial communications" between Mr. Parkes and their Engineer; until in June next the Right Honorable the Secretary of State again takes into consideration the desirability of retaining Mr. Parkes' services, the Trustees consider that any "suggestions" he may have to make should, as ruled by the Right Honorable the Secretary of State in the above despatch, be transmitted officially through the India Office to Government, and that the Board should receive the earliest possible intimation of any suggestions, instructions or orders, from whatever source emanating, in any way relating to the Harbour which they hold in trust.

ENCLOSURE.

Extract of Proceedings of the Trustees of the Harbour of Madras, at a meeting held at the offices of the Board, on Friday, the 11th day of January 1889.

* * * *

Read—G.O., No. 3919 W., dated 13th December 1888, forwarding copy of memorandum by Mr. Parkes, replying to the Board's inquiry regarding pier-heads, rubble base and wave-breaker crane; also G.O., No. 3068 W., dated 1st October 1888, with previous correspondence.

Read—minutes by Messrs. G. G. Arbuthnot and J. R. Hunter and Captain H. A. Street, Her Majesty's Indian Marine.

Resolved—that the Engineer be directed to submit to the Board copies of all communications between himself and Mr. Parkes so far as they relate to the Harbour works.

Resolved, further,—that the Chairman be requested to address Government on the subject, pointing out the advisability of the Board being kept informed of all matters connected with the Harbour.

* * * * *

Transferred to the Public Works Department.

(By Order.)

23rd January 1889. (Signed) W. S. MEYER,
Assistant Secretary.

G.O., No. 174 W., dated 22nd January 1889.

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. 2 P.W.

Reconstruction of Madras Harbour.

I have received your Excellency's Public Works letter, No. 24, dated 17th November 1888, forwarding a letter from the Madras Harbour Trust Board, submitting detailed proposals for completing the Madras Harbour.

2. The design for the entrance which now finds favor with the Trust Board is a modification of the plan IV, considered by the London Committee of 1887, and, in common with the plan A proposed by Mr. Parkes, possesses the advantage of allowing the works of reconstruction to be continued, for the present at least, on the lines of the sanctioned design, and thus affording an opportunity of practically testing the effect of an eastern entrance before taking an irrevocable decision to adopt an entrance facing the north-east. On the other hand, if the plan III, recommended by the committee of 1887, were adopted, it would be necessary to stop all further progress on the northern arm of the Harbour and to proceed at once to clear a north-east entrance.

Telegram to Governor, Madras, dated 24th December 1888.
"Resume harbour works as proposed and prepare abutment blocks. With regard to general scheme despatch follows."

3. I do not now propose to enter upon a discussion of the merits of the different forms of entrance which have been proposed, but I have arrived at the decision communicated to you in my telegram of the 24th December 1888, noted in the margin, that the work of reconstruction should proceed in accordance with the old design, leaving, for further consideration, the exact form of entrance which should be adopted. This decision will, however, finally set aside the plan III, recommended by the committee of 1887.

4. I take this opportunity of replying to the 5th paragraph of your Public Works letter, No. 11, of 1st August 1888, submitting a request made by the Trust Board that the rate of interest upon capital advances may be reduced from 4½ to 4 per cent. per annum. This request is one which should be preferred through the Government of India.

From R. W. BARLOW, Esq., C.S., Chairman, Harbour Trust Board, to the Chief Secretary to Government, dated Madras, 11th February 1889, No. 565.

I have the honor to acknowledge the receipt of G.O., No. 174 W., dated 22nd January, which was considered by the Trustees at their meeting held on Friday, the 25th idem, and to submit, for the information of Government, copy of resolution then passed thereon. I also forward extracts from the Engineer's letter, No. 1375, dated 25th January 1889, referred to therein with the extract from a letter to which he alludes, received by him from Mr. Parkes, dated London, 19th October 1888.

622

2. I am requested to explain the Board's views as follows :—

(*a*) "That the provision of a new wave-breaker and dredger crane is not at present necessary." The Board await the promised despatch from the Right Honorable the Secretary of State before passing orders for the supply of a new crane.

(*b*) "That the north pier be continued as proposed by Mr. Pogson in his plan IV-A and protected as far as practicable with the appliances at present available."

(1) In his letter No. 1547, dated 12th March 1888, para. 4 (printed in G.O., No. 1624 W., dated 4th June 1888, page 2), Mr. Thorowgood stated that the protection of the piers by 30-ton wave-breaker blocks "is an essential part of the design of the committee presided over by Sir John Hawkshaw. The protective screen should be 40 feet wide at high water level, but with the Titan crane as a setting machine it is impossible to make the screen wider than 28 feet." All work at the north pier being then at a standstill, while the south arm was being pushed forward vigorously, the Board, with the approval of Government (G.O., No. 1624 W.), transferred the wave-breaker crane to the south pier with a view to complete the wave-breaker to full dimension.

(2) Before this could be done, the south arm protected by a wave-breaker screen of only 28 feet has stood the test of two cyclones, and during that of the 13th December 1888, the surf at the south pier is believed to have been as high as any since May 1872.

(3) While still of opinion that a 40-feet wave-breaker is desirable, if not actually essential, the Board have, in view of the experience lately gained at the south pier, determined to continue the extension of the north pier, although until the arrival of a new crane or the re-transfer of the "wave-breaker" only 28 feet of wave-breaker protection can be put in.

(*c*) "That as under design IV-A no buttress is required, no abutment blocks should be made."

(1) In G.O., No. 3644 W., dated 17th November 1888, the Right Honorable the Governor in Council directed that the papers in connection with Mr. Pogson's plan IV-A should be submitted to the Secretary of State for decision; His Excellency also remarked further that the plan proposed is in accordance with Mr. Parkes' suggestions.

(2) These suggestions are understood to be those in reference to an eastern opening. The Board would point out that Mr. Pogson's plan will demonstrate, as it progresses, "what the Harbour will be when completed" with an eastern entrance (*vide* Engineer's letter No. 909, dated 1st October, paras. 9 and 27), and if the Trustees are then satisfied that their Engineer's proposals (para. 5 of his letter) will meet the requirements of the port, they will be only too happy to effect the saving pointed out by him in para. 13 as then possible. The buttress, however, is not required for Mr. Pogson's design, but it is an essential part of Mr. Parkes' plan A, a tracing of which was received with the Right Honorable the Secretary of State's despatch in the Public Works Department, No. 11, dated 15th December 1887. This plan has already been fully considered and rejected, and the Board must therefore decline to sanction the alteration of the moulds, or the making of special blocks which are not required for the design which has been approved, but for another, which, in their opinion, is in every way inferior to IV-A.

(3) I submit, for the information of Government, tracing of the design forwarded by Mr. Parkes for this abutment and would remark that, as the extreme overhang of the Titan crane is only 22½ feet, blocks

A to A-7 cannot be set with the Titan at A (*vide* concluding paragraph of extract from Mr. Parkes' letter herewith and para. 7 of Mr. Pogson's letter No. 1375, dated 25th January 1889).

(4) The Board have not detailed fully their objections to Mr. Parkes' plan A, but I may mention that, as his proposed north pier head would stand in only 7 fathoms of water, where the surf breaks in rough weather, no vessel could safely approach the entrance broadside on during the north-east monsoon, or at any other time during the prevalence of a heavy swell.

(*d*) "That the Board's Engineer will receive all his orders from the Board * *"

(1) I am requested to invite the attention of Government to para. 6 of the despatch of the Right Honorable the Secretary of State, No. 4, dated 7th June 1888, where his Lordship directed "that in no case will orders be given by or from Mr. Parkes."

(2) Mr. Parkes contends in his memorandum, communicated under G.O., No. 3919 W., dated 13th December 1888, that he has never issued any orders to the Superintendent since 1882, but whether his correspondence with the Engineer contains "suggestions," "proposals" or "orders," the Board consider it most undesirable that any "suggestions" or whatever they may be termed, should be made "privately" to their Engineer regarding the construction of the Harbour, for which they are responsible to Government and to the mercantile community in the interests of the trade of the port. They fully recognise the saving of time which may arise from direct communication between Mr. Parkes and their Engineer on matters of detail, but they can see no reason why such communications should not be demi-official and why copies should not be submitted for their information. They have, therefore, given orders to their Engineer to furnish copies of all communications that may pass between him and Mr. Parkes relative to the carrying on of the Harbour works.

(3) The Trustees will pay due attention to any suggestion of Mr. Parkes' which the Right Honorable the Secretary of State may see fit to transmit, but they are strongly of opinion that in the face of His Lordship's despatch, No. 4, of 7th June 1888, Mr. Parkes was not justified in transmitting direct to the Board's Engineer a design for an abutment intended for a plan disapproved by the Board, and which far from being a matter of detail regarding the "sanctioned design" vitally affects the principles upon which reconstruction has been sanctioned by the Right Honorable the Secretary of State; would leave a weak spot in either the eastern entrance design or design IV-A; and is apparently intended to make provision in advance for forcing upon the Board a design which, so far as the Trustees are aware, is approved of by no Engineer except Mr. Parkes himself and which would probably have been condemned, even upon nautical grounds, by the committee which approved of plan III (upon such grounds only) had his proposals been placed before them, at any rate it has not been approved upon these grounds; and the Board, after further careful consideration, are still unanimously and very strongly of opinion that the eastern entrance should be proceeded with tentatively as provided in design No. IV-A, which has, as Government have already been informed, in my letter No. 2685, dated 19th October 1888, received the approval of Sir Guilford Molesworth, who proposed plan IV in July 1883 and suggested a modification in his note, dated Simla, 5th May 1888 (printed in G.O., No. 2335 W., Public Works, dated 1st August 1888). The question whether an east or a north-east entrance according to design IV-A be finally adopted should be left for the decision of the Board, subject to the approval of Government, after "what the Harbour will be when completed" with an eastern opening has been demonstrated.

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3. In conclusion the Board would strongly urge the great expense incurred by constant delays, and they trust that having fully met Mr. Parkes by agreeing to give the eastern entrance a practical trial, he will refrain from bringing forward any other modified form of north-east entrance; any possible advantage in which over design IV-A, should such exist, would be bought at too great a price, if delay and discussion have again to be entered upon.

ENCLOSURES.

Extract of letter No. 1375, *dated 25th January* 1889.

From A. LEE POGSON, Esq., Engineer, Harbour Trust Board, to the Chairman, Harbour Trust Board.

I have the honor to acknowledge the receipt of your letter, forwarding a telegram from the Secretary of State, dated 24th December 1888, received on these works on 23rd instant.

2. * * * *

3. In my letter No. 909, dated 1st October 1888, paras. 9 and 21, I stated that a new wave-breaker crane would be required immediately to protect *any length* of pier I may be able to build this season, and I now have to point out to relieve myself of all responsibility that the present Titan crane can only deposit the wave-breaker to a width of 24½ feet, which is not sufficient to protect the new work (*vide* Board's Proceedings, dated 6th April 1888, communicated with Chairman's letter No. 113, dated 10th April 1888, *under any design* and referred to in para. 8 of Mr. Thorowgood's letter, No. 50, of 12th April 1888).

4. * * * *

5. Accompanying this letter are all the *instructions* I have received *direct* from Mr. Parkes, with tracings, &c., regarding the buttress and making of the special blocks, and, I presume, the telegram—"Prepare abutment blocks"—is intended to confirm the instructions Mr. Parkes has given me, but before commencing the alteration to the moulds, I have to ask that the Trustees will confirm these instructions and give me *direct orders*, as from para. 6 of G.O., No. 2065 W., dated 9th July 1888, I understood Mr. Parkes would not under any conditions issue orders direct to the Engineer, Harbour Trust Board, but this has been done and is now apparently confirmed by the telegram from the Secretary of State.

6. This state of affairs is most confusing and places me in a false position, so that I now beg that the Trustees will definitely decide from whom I am to receive orders. The Trustees have condemned plan A; Mr. Parkes' instructions regarding the abutment can only be ordered with a view to the ultimate adoption of his plan A in the event of a north-east entrance to the Harbour.

7. The tracing of the abutment supplied by Mr. Parkes shows the "range of Titan from A," viz., centre of blockings, as 24 feet. To make certain whether this abutment could be built in accordance with his instructions, I yesterday measured the exact range of present Titan crane from the centre of the blockings to the diving-bell girder and find the *extreme travel* or overhang to be only 22′ 6″.

8. * * * *

With reference to the abutment mentioned in the telegram from Secretary of State, in a letter received from Mr. Parkes, dated 19th October 1888, speaking of the north-east entrance (plan A), Mr. Parkes says:— 3

* * * * *

"I don't think, however, if as I expect plan A is substantially adopted, there is room for much difference of opinion as to the mode of carrying it out.

"If you get early orders to proceed you will be able to begin building in January, and there will be about 250 *feet* to build which will have to be taken up again. This should be finished by the end of February or early in March, and you will then begin upon work which is to be permanent. This permanent work ought to start with a special abutment for the sloping work to lean against, and as this will require some special blocks, these blocks should be put in hand as soon as you get orders, in order that they may get their three months' hardening.

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I, therefore, enclose you a tracing of the abutment I would suggest. The position will be somewhere as shown, but the exact position need not now be determined as the blocks will come in anywhere on the curve, and we are waiting to hear what the Board have to say before finally deciding the exact form.

"Most of the blocks are so arranged that they can be made in the ordinary moulds only with the lewis holes made vertical instead of sloping. There are 11 of special form (or rather 11 pairs), but these can all be made with slight additions to the inside of the moulds, if you take a little excusable latitude in cutting off a toe where it protrudes. If you can easily manage without this, however so much the better. The cross section will be just the same as for the ordinary work, but the mortises and tenons will be parallel to the beds of the blocks, so that each course will show three ridges on the top bed into which three corresponding chases on the bottom bed of the course above will fit. The vertical system of joggles will not be applicable.

"Now if I find that the orders to be given are of a nature which will include this abutment, I shall assume that the preparation of the blocks will be put in hand. All other details may await the result of further information.

"I think the tracing will speak for itself. You will understand that blocks A—A-7 are to be set from the Titan when at A and the same with other letters. Thus there will always be a complete row in advance of the row on which the Titan blocking stands."

* * * * *

Extract of Proceedings of the Trustees of the Harbour of Madras, at a meeting held at the offices of the Board, on Friday, the 25th day of January 1889.

* * * * *

Read—G.O., No. 174 W., dated 22nd January 1889, communicating telegram, dated 24th December 1888, from the Secretary of State directing the resumption of work at the northern arm of the Harbour as proposed, and directing provision to be made for abutment blocks.

Read—letter No. 301, dated 23rd January 1889, from the Chairman, to the Board's Engineer, directing him to proceed at once with the extension of the northern arm, as proposed by him in his plan No. IV-A.

Read—the Engineer's reply, No. 1375, dated 25th January 1889, enclosing an extract from a letter, dated London, 19th October 1888, received by him from Mr. Parkes, forwarding a sketch of the "abutment blocks" referred to in the Secretary of State's telegram read above.

Read—again portions of the Engineer's letter, No. 909, dated 1st October 1888; Board's Proceedings, No. 2, dated 6th April 1888; portions of letters from the Board's late Engineer, No. 1630, dated 28th March, and No. 50, of 12th April 1888; G.O., No. 1624 W., dated 4th June 1888; despatch from the Right Honorable the Secretary of State, No. 4, dated 7th June 1888; G.O., No. 2335 W., dated 1st August; and No. 3644 W., dated 17th November 1888.

Examined—plan No. IV-A, submitted by Mr. Pogson, and unanimously approved by the Board at their meeting of the 5th October 1888, and Mr. Parkes' plan A which accompanied the Secretary of State's despatch No. 11, dated 15th December 1887.

Resolved unanimously—

(*a*) That the provision of a new wave-breaker and dredger crane is not at present necessary.

(*b*) That the north pier be continued as proposed by Mr. Pogson in plan No. IV-A and protected as far as practicable with the appliances at present available.

(*c*) That, as under design IV-A no buttress is required, no abutment blocks should be made.

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(*d*) That the Board's Engineer will receive *all* his orders from the Board. He is referred to para. 6 of the despatch of the Right Honorable the Secretary of State, No. 4, dated 7th June 1888, directing "that in no case will orders be given by or from Mr. Parkes."

(*e*) That the Chairman be invited to address Government and further explain the Board's views.

* * * * * *

Transferred with Mr. Barlow's demi-official of the 12th instant to the Public Works Department.

(By Order.)

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

15th February 1889.

Order—dated 2nd March 1889, No. 622 W., Public Works.

The Right Honorable the Governor in Council regrets that, notwithstanding the orders from the Secretary of State, the Harbour Trust has declined to sanction the making of the special blocks, which will be required should Mr. Parkes' proposal be carried out.

2. This refusal compels His Excellency the Governor in Council to point out to the Harbour Trust Board that the supply of public money for the Harbour must be contingent on immediate and complete compliance on their part with any orders which may be issued as to constructive work by the Right Honorable the Secretary of State or the Government. The Government desire that the special blocks ordered by the Secretary of State be put in hand without further delay.

3. This measure will in no way necessitate the adoption of Mr. Parkes' proposal and should the abutment not be required, the blocks can be utilised in the wave-breaker.

4. The Government approve of the Board's proposal to continue the extension of the north pier sanctioned by the Secretary of State with 28 feet of wave-breaker protection only for the present, but on no account are wave-breaker blocks to be put down on the north pier at the place where the north pier would have to be taken up should Mr. Parkes' proposals be carried out.

5. The Government will not enter on a discussion of the merits of the two proposals now before the Secretary of State, namely, Mr. Parkes' plan and plan IV-A, recommended by the Harbour Board. The former is a modification of plan I and the latter of plan IV of the proposals of the north-east entrance attached to the report of the Special Committee (G.O., No. 3484 W., dated 20th December 1887).

(True Extract.)

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

④

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

Exd. A. D. Xavier.
Spare Copies

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of {1889} Madras.

PUBLIC WORKS.

Dated March, 2nd.

Encl.

Recd.

G.O., 2nd March 1889, No. 622 W.

MARCH.

Madras Harbour

Passing orders on correspondence relating to proposals for completing the —.

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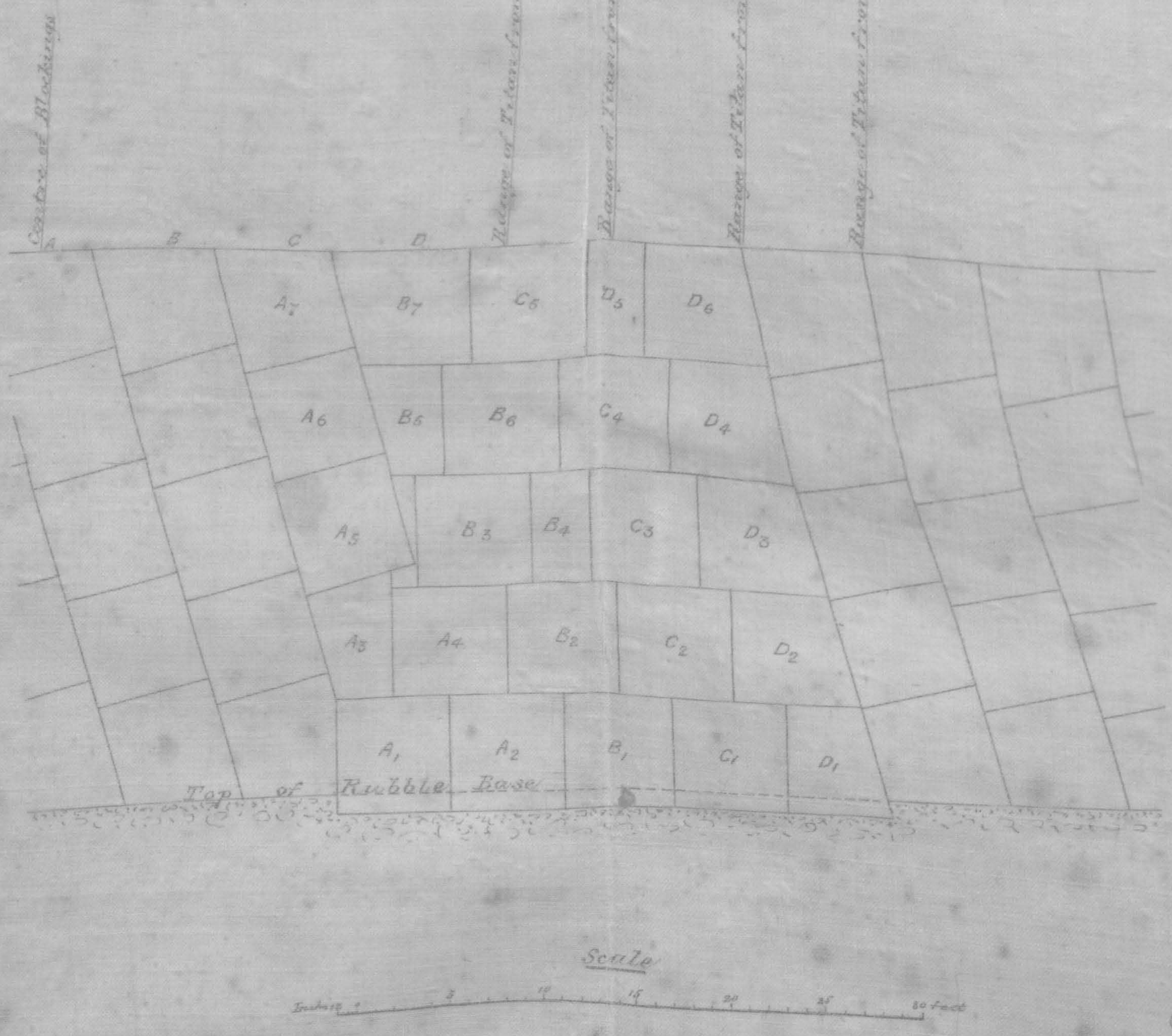
M.H.W. Sketch of Buttress

for East side of North East Entrance.



True copy
(Signed) W. Parkes,
19th October 1888.

Arthur Rogers
25.1.89

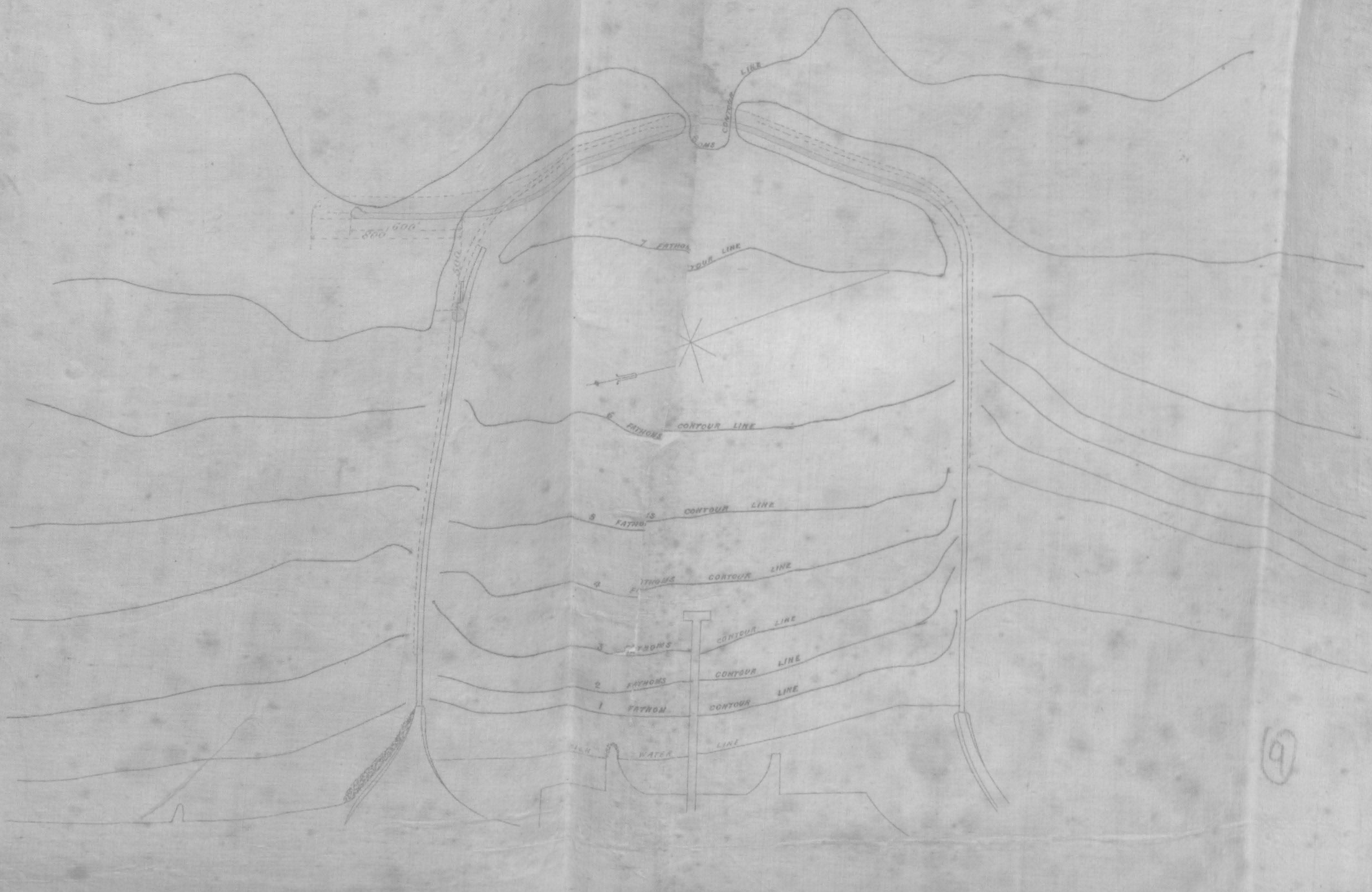
Passing orders on correspondence relati
to proposals for completing the —.

To accompany letter from [illegible] to Under Secretary of State. Enclosed Public Works Despatch to Govt of Madras, No 11, dated 15th Dec [illegible]

(A)

MADRAS HARBOUR

Note. Contours shew depths in fathoms below De Havilland's Mean Level in Septr 1886.



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A. Lee Popham
Engineer,
Harbour Trust Board

25.1.81

2nd March 1889, No. $\frac{7}{622\text{ W.}}$, Public Works.

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PUBLIC WORKS DEPARTMENT.

Letter—to

The Right Honorable the SECRETARY of STATE for INDIA.

My Lord,

We have the honor to forward, for your Lordship's information, our Proceedings No. 622 W., dated 2nd March 1889, regarding your despatch No. 2, dated 24th January 1889.

2. We regret that there has been delay with regard to the preparation of the abutment blocks ordered in your telegram, dated 24th December, but your Lordship will observe that we have ordered them to be prepared without further delay.

3. We hope, since it has been decided that the work of reconstruction should be continued for the present at least on the lines of the sanctioned design, that the works will be carried on with vigour, but we must urge the importance of a speedy decision as regards the form which the north-east entrance, if such is adopted, should eventually take.

4. We observe that there are now practically only two plans before your Lordship, viz., Mr. Parkes' proposal and that forwarded with our despatch, dated 17th November 1888, the first by a modification of plan I, the second of plan IV of the proposals considered by the London Committee.

We have the honor to be,
My Lord,
Your Lordship's most obedient, humble servants,

(Signed) CONNEMARA.
(„) H. E. STOKES.
(„) J. H. GARSTIN.

Fort St. George,
2nd March 1889.

Exd. A. D. Xavier.

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

Ag Chairman
Harbour Trust Board.

C.P. see

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" 3068 W d/ 1. 10. 88
" 3919 W d/ 13. 12. 88

E Ref.
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MARINE DEPARTMENT.

FROM

THE CHAIRMAN,
HARBOUR TRUST BOARD,
MADRAS,

CHIEF SECRETARY
21 JAN 89
GOVERNMENT OF MADRAS

To

THE CHIEF SECRETARY TO GOVERNMENT,
Marine Department.

DATED 19th } January 1889.
RECEIVED 2 }

ENCLOSURE 1

No. 246

SUBJECT.

Submitting for the information of Govt. Copy of resolution passed by the Board in reference to G. O. No. 3919 W dated 13th December/88

4 P

Transferred to the Public works department
D/28th January /89

(Byrdor)

Assistant Secretary

Enclos.

EXTRACT of Proceedings of the TRUSTEES of the HARBOUR of MADRAS, at a Meeting held at the Offices of the Board on Friday the 11th day of January 1889.

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* * *

17. Read G. O. No. 3919 W. dated 13th December 1888, forwarding copy of memorandum by Mr. Parkes, replying to the Board's Enquiry regarding Pier-Heads, Rubble-Base and Wave Breaker crane; also G. O. No. 3068 W. dated 1st October 1888, with previous correspondence.

Read minutes by Messrs G. G. Arbuthnot and I. R. Hunter and Captain H. A. Street H. M. I. M.

Resolved that the Engineer be directed to submit to the Board copies of all communications between himself and Mr. Parkes, so far as they relate to the Harbour Works.

Resolved further that the Chairman be requested to address Government

on

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on the Subject, pointing out the advisability of the Board being kept informed of all matters connected with the Harbour.

× × ×

True Extract

Secretary, Harbour Trust Board.

No 727/89

Marine C. No. 60 of '89

98/

622

India Office,
London, 24th January 1889.

Public Works,
No. 2.

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

My Lord,

Reconstruction of Madras Harbour.

I have received your Excellency's Public Works Letter, No. 24, dated 17th November 1888, forwarding a letter from the Madras Harbour Trust Board, submitting detailed proposals for completing the Madras Harbour.

2. The design for the entrance which now finds favour with the Trust Board is a modification of the Plan IV. considered by the London Committee of 1887, and, in common with the Plan A proposed by Mr. Parkes, possesses the advantage of allowing the works of reconstruction to be continued, for the present at least, on the lines of the sanctioned design, and thus affording an opportunity of practically testing the effect of an eastern entrance before taking an irrevocable decision to adopt an entrance facing the north-east. On the other hand, if the Plan III., recommended by the Committee of 1887, were adopted, it would be necessary to stop all further progress on the northern arm of the harbour, and to proceed at once to clear a north-east entrance.

3. I do not now propose to enter upon a discussion of the merits of the different forms of entrance which have been proposed, but I have arrived at the decision communicated to you in my telegram of the 24th December 1888, noted in the margin,* that the work of reconstruction should proceed in accordance with the old design, leaving for further consideration the exact form of entrance which should be adopted. This decision will, however, finally set aside the Plan III. recommended by the Committee of 1887.

4. I take this opportunity of replying to the 5th paragraph of your Public Works Letter, No. 11, of 1st August 1888, submitting a request made by the Trust Board that the rate of interest upon capital

* *Telegram to Governor, Madras, dated 24th December 1888.*

"Resume harbour works as proposed, and prepare abutment blocks. With regard to general scheme Despatch follows."

13

advances may be reduced from 4½ to 4 per cent. per annum. This request is one which should be preferred through the Government of India.

I have the honour to be,
My Lord,
Your Lordship's most obedient humble Servant,
(Signed) CROSS.

No. 5

Public Works

24th Jany 1889

Copy

Letter to Fort St. George

No. 2.

I.S.C

P.W. 1557/89

With the original

C.M. 1.3.89

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Received 20 Feby /88

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628

India Office,
London, 24th January 1889.

Public Works,
No. 2.

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

Reconstruction of Madras Harbour.

My Lord,

I have received your Excellency's Public Works Letter, No. 24, dated 17th November 1888, forwarding a letter from the Madras Harbour Trust Board, submitting detailed proposals for completing the Madras Harbour.

2. The design for the entrance which now finds favour with the Trust Board is a modification of the Plan IV. considered by the London Committee of 1887, and, in common with the Plan A proposed by Mr. Parkes, possesses the advantage of allowing the works of reconstruction to be continued, for the present at least, on the lines of the sanctioned design, and thus affording an opportunity of practically testing the effect of an eastern entrance before taking an irrevocable decision to adopt an entrance facing the north-east. On the other hand, if the Plan III., recommended by the Committee of 1887, were adopted, it would be necessary to stop all further progress on the northern arm of the harbour, and to proceed at once to clear a north-east entrance.

JH 13/2/89

3. I do not now propose to enter upon a discussion of the merits of the different forms of entrance which have been proposed, but I have arrived at the decision communicated to you in my telegram of the 24th December 1888, noted in the margin,* that the work of reconstruction should proceed in accordance with the old design, leaving for further consideration the exact form of entrance which should be adopted. This decision will, however, finally set aside the Plan III. recommended by the Committee of 1887.

4. I take this opportunity of replying to the 5th paragraph of your Public Works Letter, No. 11, of 1st August 1888, submitting a request made by the Trust Board that the rate of interest upon capital

* *Telegram to Governor, Madras, dated 24th December* 1888.

"Resume harbour works as proposed, and prepare abutment blocks. With regard to general scheme Despatch follows."

(15)

~~13~~

17956. 1. 169.

advances may be reduced from 4½ to 4 per cent. per annum. This request is one which should be preferred through the Government of India.

I have the honour to be,
My Lord,
Your Lordship's most obedient humble Servant,

Lion

P.W.C. No. 1557.

No. 9.

Public Works
24th January 1889

The
Letter to Fort St. George
No 2

Recd. 16-2-89.

7P

Harbour Trust Board Office,

MADRAS, 11th Feby 1889

No. 565

CHIEF SECRETARY
12FEB89
GOVERNMENT OF MADRAS

622

FROM
R. W. Barlow Esquire C.S.
CHAIRMAN, HARBOUR TRUST BOARD,
MADRAS,

TO
The Honorable J. F. Price C.S.
CHIEF SECRETARY TO GOVERNMENT,
Marine Department.
Fort Saint George

Sir,

I have the honor to acknowledge the receipt of G.O. No 174 W, dated 22nd January, which was considered by the Trustees at their meeting held on Friday the 25th January 1889, and to submit for the information of Government copy of resolution then passed thereon. I also forward extracts from the Engineer's letter No 1375 dated 25th January 1889, referred to therein with the extract from a letter to which he alludes, received by him from Mr. Parkes, dated London 19th October 1888.

2 I am requested to explain the Boards' views as follows:-

(a) "that the provision of a new
"wave breaker and dredger"
"crane is not at present ~
"necessary." The Board await
the promised despatch from
the Right Honourable the
Secretary of State, before
passing orders for the supply
of a new crane.

(b) "that the North pier be ~
" continued as proposed by
" Mr Pogson in his plan IVA,
" and protected as far as
" practicable with the ap-
"-pliances at present avail-
"-able."

(1) In his letter No 1347 dated
12th March 1888, para 4 ~
(printed in G.O. No 1624 W,
dated 4th June 1888 page 2),
Mr Thorowgood stated ~
that the protection of the
Piers by 30 ton wave breaker
blocks "is an essential part
" of the design of the Committee
" presided over by Sir John
" Hawkshaw; The protective
" Screen should be 40 feet
" wide at High water level
" but with the Titan Crane
" a setting machine it is ~
" possible to make the Screen
" wider than 28 feet." All work
at the North Pier being then
at a stand still, while the
South arm was being pushed
forward vigorously, the Board
with the approval of Govern-
ment (G.O. 1624 W) transferred
the wave breaker Crane to the
South Pier, with a view to ~
complete the wave breaker
to full dimension.

(2) Before this could be done
the South arm - protected by
a wave breaker Screen of only
28 feet - has stood the test
of two cyclones, and during
that of the 13th December 1888,
the surf at the South Pier
is believed to have been as
high as any since May 1872

(3) While still of opinion that
a 40 feet wave breaker is ~
desirable, if not actually
essential, the Board have
in view of the experience
lately gained at the South P
determ

determined to continue the extension of the North Pier, although until the arrival of a new Crane or the transfer of the "wave breaker" only 28 feet of wave breaker protection can be put in.

(C) "that as under design IVA, no buttress is required, no abutment blocks should be made."

(1) In G.O. No. 3644 W dated 17th November 1888, the Right Honourable the Governor in Council directed that the papers in connection with Mr. Pogson's plan IV A should be submitted to the Secretary of State for decision; His Excellency also remarked further, that the plan proposed is in accordance with Mr. Parkes suggestions.

(2) These suggestions are understood to be those in reference to an Eastern opening. The Board would point out that Mr. Pogson's plan will demonstrate as it progresses,

progresses, "what the Harbour will be when completed" with an Eastern Entrance (vide Engineers' letter No. 909 dated 1st October, paras 9 and 27) and if the Trustees are then satisfied that their Engineers proposals (para 5 of his letter) will meet the requirements of the Port, they will be only too happy to effect the saving pointed out by him in para 13, as then possible. The buttress, however, is not required for Mr. Pogson's design, but it is an essential part of Mr. Parkes plan A, a tracing of which was received with the Right Honourable the Secretary of States Despatch in the Public Works Department No. 11 dated 15th December 1887. This plan has already been fully considered and rejected and the Board must therefore decline to sanction the alteration of the moulds, or the making of special blocks which are not required for

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the design which has been approved, but for another which in their opinion is in every way inferior to IV A.

(3) I submit for the information of Government tracing of the design forwarded by Mr. Parkes for this abutment, and would remark that as the extreme overhang of the Titan Crane is only 22½ feet, blocks A to A 7 cannot be set with the Titan at A (vide concluding para of extract from Mr. Parkes' letter herewith, and para 7 of Mr. Rogers' letter No. 1375 dated 25th instant.

(4) The Board have not detailed fully their objections to Mr. Parkes' plans, but I may mention that as his proposed North Pier head would stand in only 7 fathoms of water, where the surf breaks in rough weather, no vessel could safely approach the entrance broadside on, during the North East monsoon, or at any other time during the prevalence of a heavy swell.

(d) "That the Board's Engineer will 'receive all his orders from the 'Board x x"

(1) I am requested to invite the attention of Government to para 6 of the Despatch of the Right Honourable the Secretary of State No. 4 dated 7th June 1888 where his Lordship directed "that in no case will orders be given by or from Mr. Parkes."

(2) Mr. Parkes contends in his memorandum, communicated under G.O No. 3919W, dated 13th December 1888, that he has never issued any orders to the Superintendent since 1882, but whether his correspondence with the Engineer contains "suggestions" "proposals" or "orders" the Board consider it most undesirable, that any "suggestions" or whatever they may be termed, should be made "privately" to their Engineer regarding the Construction of the Harbour for

for which they are responsible to Government and to the Mercantile Community in the interests of the Trade of the Port. They fully recognize the saving of time which may arise from direct communication between Mr. Parkes and their Engineer on matters of detail, but they can see no reason why such communications should not be demi-Official, and why Copies should not be submitted for their information. They have therefore given orders to their Engineer to furnish copies of all communications that may pass between him and Mr. Parkes relative to the carrying on of the Harbour works.

(3) The Trustees will pay due attention to any suggestion of Mr. Parkes' which the Right Honorable the Secretary of State may see fit

fit to transmit, but they are strongly of opinion that in the face of His Lordships despatch No. 44 of 7th June 1888, Mr. Parkes was not justified in transmitting direct to the Board's Engineer demi-Officially a design for an abutment intended for a plan disapproved by the Board, and which far from being a matter of detail regarding the "sanctioned design", vitally effects the principles upon which reconstruction has been sanctioned by the Right Honorable the Secretary of State; would leave a weak spot in either the Eastern Entrance design, or design IV A; and is apparently intended to make provision in advance for forcing upon the Board a design which, so far as the Trustees are aware, is approved of by no Engineer except Mr. Parkes himself and which would probably have been condemned, even upon scrutiny nautical grounds, by the Committee which approved of plan III (upon such grounds only had his proposals been placed before them, at any rate it has not been approved upon these grounds, and the Board after further careful consideration are still unanimously and very strongly of opinion that the Eastern Entrance should be proceeded with tentatively as provided in design No. IV A which has, as Government have already been informed, in my letter No. 2685 dated 19th October 1888, received the approval of Sir Guilford Molesworth who proposed plan IV in July 1883, and suggested a modification in his note dated Simla 5th May 1888 (printed in G.O 2335 Pr. Public Works, dated 1st August 1888).

The question whether an East or a North East Entrance according to design IV A be

be finally adopted should be left for the decision of the Board, subject to the approval of Government, after "what the Harbour will be when completed" with an Eastern opening has been demonstrated.

628

3 In conclusion the Board would strongly urge the great expense incurred by constant delays, and they trust that having fully met Mr. Parkes by agreeing to give the Eastern Entrance a practical trial, he will refrain from bringing forward any other modified form of North East Entrance, any possible advantage in which over design IV A, should such exist, would be bought at too great a price, if delay and discussion have again to be entered upon.

I have the honour to be
Sir
Your most obedient Servant

Chairman
Harbour Trust Board

27

I. W. C. No. 13

21 P

D/15th February 1889

Transferred with Mr. Harlow's demi-official of the 12th Inst. to the Public Works Department.

(By order)

D/15 2/89.

[illegible]
Asst Secy to Govt.

MARINE DEPARTMENT.

FROM
THE CHAIRMAN,
HARBOUR TRUST BOARD,
MADRAS,

TO
THE CHIEF SECRETARY TO GOVERNMENT,
Marine Department.

DATED 11th (Desp 12th) Feby 89 188 .
RECEIVED 12th Feby 1889.
No. 16 – 2 – 89
ENCLOSURES 6

No. 565

SUBJECT.

Submitting with remarks the H.T. Board's resolution No 2 dated 25th Jany 1889, in reference to G/O No 174 W dated 22nd idem: directing the resumption of work at the north arm of the Harbour

Endorsed

Enclosure

13 SP

Extract of letter No 1375 dated 25th January 1889.

From
The Engineer
Harbour Trust Board.

622

To
The Chairman
Harbour Trust Board.

Sir

I have the honor to acknowledge the receipt of your letter forwarding a telegram from the Secretary of State dated 24th Decr 1888 received on these works on 23rd instant.

2. × × ×

3. In my letter No 909 dated 1st October 1888 paragraphs 9 and 21 I stated that a new wavebreaker crane would be required immediately to protect any length of Pier I may be able to build this season and I now have to point out to relieve myself

23

24

myself of all responsibility
that the present Titan crane
can only deposit the wave
breaker to a width of 24½ feet
which is not sufficient to
protect the new work vide
Boards Proceedings dated 6th
April 1888 communicated
with Chairman's letter No.
113 dated 10th April 1888 *under
any design* and referred to
in paragraph 8 of Mr.
Thorowgood's letter No. 50 of
12th April 1888.

4 × × ×

5 Accompanying this
letter are all the *instructions*
I have received *direct* from
Mr.

Mr. Parkes with tracings &c.
regarding the Buttress and making
of the Special blocks and I
presume the telegram – "Prepare
abutment blocks" is intended to
confirm the instructions Mr. Parkes
622 has given me but before commencing the alteration to the
moulds I have to ask that the
Trustees will confirm these instructions and give me *direct
orders* as from paragraph 6
of G. O. 2065 W dated 9th July
1888 I understood Mr. Parkes
would not under any conditions
issue orders direct to the Engineer
Harbour Trust Board but this
24 has been done and is now
apparently confirmed by the
Telegram from the Secretary of State.

25

6

6 This state of affairs is most confusing and places me in a false position, so that I now beg that the Trustees will definitely decide from whom I am to receive orders. The Trustees have condemned plan A; Mr. Parkes instructions regarding the abutment can only be ordered with a view to the ultimate adoption of his plan A in the event of a North East Entrance to the Harbour.

7 The tracing of the abutment supplied by Mr. Parkes shows the "Range of Titan" from A" — viz Centre of Blockings as 24 feet. — To make certain whether this abutment could be built in accordance with his instructions I yesterday measured the exact range of present Titan crane from the Centre of the Blockings to the Diving bell girder, and find the extreme travel or overhang to be only 22'-6".

8 × × ×

622

I have the honor to be
Sir
Your most Obedient Servant
(Signed) A. Lee Pogson
Engineer
Harbour Trust Board

(True Extract)

C. Brissett
Secretary, Harbour Trust Board.

HARBOUR TRUST BOARD
28 JAN. 89
MADRAS

JGN

P.W. 21/3 / 1559/89

EXTRACT of Proceedings of the TRUSTEES of the HARBOUR of MADRAS, at a Meeting held at the Offices of the Board on Friday **the** 25th **day of** January **1889.**

× × ×

2. Read G. O. No. 174 W dated 22d January 1889, communicating telegram dated 24: December 1888, from the Secretary of State directing the resumption of work at the Northern arm of the Harbour as proposed, and directing provision to be made for abutment blocks. 622.

Read letter No. 301 dated 23d January 1889 from the Chairman to the Board's Engineer, directing him to proceed at once with the extension of the Northern arm, as proposed by him in his plan No. IV a. 21

Read the Engineer's reply No. 1375 dated 25th January 1889

1889, enclosing an extract from a letter dated, London 19th October 1888, received by him from Mr. Parkes, forwarding a sketch of the "abutment blocks" referred to in the Secretary of State's telegram read above.

Read again the following papers:-

Portions of the Engineer's letter No. 909 dated 1st October 1888, Boards Proceedings No. 2 dated 6th April 1888; Portions of letters from the Boards' late Engineer No. 630 dated 28th March and No. 50 of 12th April 1888; G.O. No. 1624 W dated 4th June 1888; Despatch from the Right Honorable the Secretary of State No. 4 dated 7th June 1888, G.O. No. 2335 W dated 1st

1981

dated 1st August and No. 3644 W dated 17th November 1888.

Examined plan No. IV A Submitted by Mr. Pogson and unanimously approved by the Board at their meeting of the 5th October 1888, and Mr. Parkes' plan A which accompanied the Secretary of State's despatch No. 11 dated 15th December 1887.

622

Resolved unanimously:-

(a) that the provision of a new Wave breaker and dredger crane is not at present necessary.

(b) that the north Pier be continued, as proposed by Mr. Pogson in plan No. IV A, and protected as far as practicable

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practicable with the appliances at present available.

(C) that as under design IV A no buttress is required, no abutment blocks should be made.

(d) that the Boards' Engineer will receive all his orders from the Board. He is referred to para 6 of the despatch of the Right Honorable the Secretary of State No 4 dated 7th June 1888, directing "that in no case will orders be given by or from Mr Parkes"

(E) that the Chairman be invited to address Government and further

explain

explain the Board's views

× × ×

(True Extract)

Secretary, Harbour Trust Board.

HARBOUR TRUST BOARD
28 JAN. 89

62

F.W. Gen/1557/84

To H.E.
A.H.Q.

For orders 627

I consider that it will be best for this letter concerning the Proceedings of the Harbour Board regarding Mr Parkes' action in writing suggestions to the Harbour Engineer to lie over until the result of the dispatch shortly expected from the Secy of State in reply to the dispatch from this Govt concerning the proposals made with regard to the Harbour Works.

This dispatch probably will give clear instructions as to what is to be done. At present we are not able from the telegram to know what is intended and therefore I consider it not advisable now to reopen the question of Mr Parkes' position with regard to the Harbour Board and works.

627

Very well, but let this be brought up immediately on receipt of the despatch which must soon come now.

~~[illegible] H.E. [illegible]~~
~~His Excy the Governor~~

(51)

To lie over until receipt of the Secy of State's despatch promised in G.O. No 174 W 22 January 1889

W

Gov: 24.1.89
R30.1.89

Print
Print
Print
Print with enclosures

622

30

J.H.G.
25/2/89

Draft G.O. 623

Read letter No 246 of 19th Jan 89

G.O. No 174 W dated 22nd Jan 89

Despatch from the Secy of State No 2 dated 24 Jan 89

Letter No 565 dated 11th Feb 89 from the Chairman H.B.T.

The Rt Hon'ble the Governor in Council regrets that notwithstanding the orders from the Secy of State, ~~that~~ the Harbour Trust ~~decision~~ have declined to sanction the making of the special blocks which will be ~~required~~ sh'd Mr Parkes' proposals be carried out.

~~The Board must clearly understand that they have to carry out the orders of the Secy of State and [illegible] of the Madras Govt. as regards the [illegible] tration of the Harbour~~ ~~and they are therefore directed to put~~ they special blocks ordered by the Secy of State being in hand without further delay.

2. This refusal compels H.E. the G. in C. to point out to the Harbour Trust Board that the supply of public money for the ~~works~~ Harbour must be contingent on immediate & complete compliance on their part with ~~the~~ any orders ~~th~~ which may be issued as to construction works by the Rt Hon. the Secy of State or the Govt. The Govt. desire to

3. This measure will in no way [illegible]

(30)

the adoption of the
Parkes's proposal and
should the Abutment
not be required the
blocks can be utilised
in the Wave breaker

4. ~~[illegible]~~ in C. ~~as proposed & we will think~~ agree with the H.B.
~~With regard to the tests~~ Board
~~Mr Parkes action~~
in advising the Harbour
Engineer the Govr are ~~as he did on the 29~~
of an opinion that it
was irregular ~~and against~~
the instructions given
in para 6 of the
Secy of State's despatch
No 4 dated 7 June 88
the communication being
but a mere minor
matter of detail
The Secy of State will
be addressed on this
point

(I think we had better
say nothing at all about
this now.
N.C.O.)

The Govr approves of
the Boards proposal
continuing the extension
of the North Pier as
by the Secy of State
28 ft of wave breaker
protection only for the
present but on no
account on wave breaker
blocks to be put down
upon on the North Pier
at the junction place
where the North Pier
would seem to be taken
up shd Mr Parkes
proposals be carried out-

5. The Govr ~~declines at present to~~ will not enter on a
discussion ~~regarding~~ of the
merits of the 2 proposals
now before the Secy of
State namely Mr
Parkes' ~~proposal~~ plan and
plan IV A recommended
by the Harbour Board
The former is a modification
of plan I and the
latter of plan IV
of the proposals for the
N E entrance ~~the plans of which are~~ attached
to the Report of the
Special Committee ~~see~~
(G O No 3484 dated
20 Dec 1887)

20/2 189

(31)

£'22

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Sell
23 Feb

245
25/2/59

carried out

the N.E. entrance, if such [illegible] is adopted, should eventually take

a new

Proposed dispatch in reply to No 2 dated 24 Jan

My Lord

We have the honour to forward to your Lordship's information our proceedings No dated regarding your dispatch No 2 dated 24 Jan 89

2. We regret that there has been delay with regard to the preparation of the Abutment blocks ordered in your telegram dated 24 Dec but your Lordship will observe that we have ordered them to be prepared without further delay

3. We hope, that ~~now~~ since it has been decided that the work of reconstruction ~~is to~~ shall be continued to the present at least on the lines of the sanctioned design, that the works will be carried on with vigour but we urgently urge the earliest issue of a speedy decision [illegible]

Work

PUBLIC WORKS DEPARTMENT.

2W

HE MADRAS GOVERNMENT.

UNDER date the 2d March/89

READ the following

oard No246 of 19. 1-89.

23. 1-89-

tate No. 2 of 24. 1-89.

Board No. 565 of 1[illegible]. 2. 89.

15th Febry 1889.

The Rt Honble the Governor
ouncil regrets that
twithstanding the orders from
Secy of State, the Harbour
t has declined to sanction
making of the special
ks which will be required
ld ~~the~~ Mr. Parkes' proposal
carried out

This

2. This refusal compels His Excellency the Governor in Council to point out to the Harbour Trust Board that the supply of public money for the Harbour must be contingent on immediate & complete compliance on their part with any orders which may be issued as to constructive work by the Rt Honble the Secy of State or the Govt. The Govt desire that the special blocks ordered by the Secy of State be put in hand without further delay.

3. This measure will

will in no way necessitate the adoption of Mr. Parkes proposal, and should the Abutment not be required, the blocks can be utilised in the Wave breaker.

4. The Government approve of the Boards proposal to continue the extension of the North Pier sanctioned by the Secy of State with 28 ft of Wave breaker protection only for the present, but on no account are Wave breaker blocks to be put down on the North Pier at the place where the North Pier would have to be taken up should Mr Parkes proposals be carried out.

5. The Govt will not enter on a discussion of the merits of the two proposals

now before the Secretary of State namely Mr Parkes' plan and plan IV A recommended by the Harbour Board. The former is a modification of plan I and the latter of plan IV of the proposals of the N. E. entrance attached to the Report of the Special Committee — (G.O. No 3484 of 20th Decr 1887)

To the Chairman M.H.T.B. — Marine Dept —

H.E. No. $\frac{7}{622W}$ of 2nd March/89

24P

To
The Rt. Honble The
Secy of State for India

My Lord.

We have the

honor to forward for your Lordship's information our proceedings No 622W of 2nd March/89 regarding your despatch No. 2 of 24th Jany 1889.

622

622

2. We regret that there has been delay with regard to the preparation of the Abutment blocks ordered in your telegram of 24th Decr, but your Lordship will observe that we have ordered them to be prepared without further delay.

3. We hope, since it has been decided that the work of reconstruction should be continued for the present at least on the lines of the sanctioned design, that the works will be carried on with vigour, but we must

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urge the importance of a speedy decision as regards the form which the N. E. Entrance, if such is adopted, should eventually take.

We observe that there are now practically only two plans before your lordship viz Mr Parkes proposal and that forwarded with our despatch of 17th Nov 1888, the first by a modification of plan I the second of plan IV of the proposals considered by the London Committee.

We have the honor &

26/2/89

5/3/89

~~H. E. the Governor~~

Special

[illegible]

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622

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