(1) பக்கங்களின் எண்ணிக்கை 20

(2) புதுக்கித் திருப்பிய நாள் அக்டோபர் 1989

(3) ஆதாரங்குறிப்பவர் சுருக்கொப்பம் Love

தமிழ்நாடு ஆவணக் காப்பகம்.

தமிழ்நாடு அரசு

வருவாய்த் துறை

அரசாணை எண்.	1460 W	அச்சகம்
மு. கோப்புத் தாள் எண்.	1461 W	பல்வகை

நாள் : 26-5-1890

மடிக்கவோ கண்டபடி கையாளவோ கூடாது

ஆவண. கா-1—18,000—15-6-87.

1460

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

READ—the following papers :—

From C. VINCENT, Esq., Under-Secretary to the Government of India, Public Works Department (Civil Works—Miscellaneous), to the Secretary to the Government of Madras, Public Works Department, dated Simla, 16th April 1890, No. 100 M.

With reference to the correspondence ending with your letter, No. 2653 W., dated the 23rd September 1889, I am directed to forward, herewith, a copy of the under-noted telegram from Her Majesty's Secretary of State for India, and to request that the Government of India may be furnished, for transmission to His Lordship, with a report of the result of Sir Alexander Rendel's inspection of the Madras Harbour Works, accompanied by an expression of the views of His Excellency the Governor in Council thereon.

ENCLOSURE.

Copy of a telegram, dated the 5th February 1890, from Her Majesty's Secretary of State for India, to the Government of India.

"Your Public Works Despatch No. 1, dated 7th January last. Consult Rendel on the subject and report result to me before action taken.

From G. McWATTERS, Esq., M.A., C.S., Chairman, Harbour Trust Board, to the Chief Secretary to Government, dated Madras, 3rd May 1890, No. 1761.

I have the honor to acknowledge the receipt of Memorandum No. 56 D., Public Works, dated 30th April 1890, enclosing letter from the Government of India, No. 100 M., Public Works Department, Civil Works, dated Simla, 16th idem, communicating a copy of telegram from the Secretary of State for India regarding the Madras Harbour Works, which enclosures are returned herewith.

2. Sir Alexander Rendel left no formal report on record regarding the result of his visit to this harbour, but after carefully going over the works with Mr. Lee Pogson, the Board's Engineer, read to the Trustees a minute at a special meeting held on the 25th February 1890, which has been printed in the Proceedings of the Board of that date and submitted to Government, and I now forward three spare copies for the information of the Public Works Department and the Government of India.

3. Sir Alexander Rendel gave the Trustees to understand that on arrival in England he would amplify his minute and make a formal report of his inspection to the Secretary of State.

4. The Trustees unanimously concurred in Sir Alexander Rendel's views as expressed in his minute.

ENCLOSURE.

Minutes of the Proceedings of a Special Meeting of the Trustees of the Madras Harbour held at the Board's Office on Tuesday, the 25th day of February 1890, at 4-30 P.M.:—

Present:

Mr. G. McWatters, M.A., C.S., *Chairman.*
Sir Alexander Rendel, K.C.I.E., Consulting Engineer to the Secretary of State.
The Hon'ble Mr. J. A. Boyson.
Mr. S. R. Turnbull.
Captain H. A. Street, H. M.'s I.M.
Captain W. L. C. Baddeley, R.E.
Mr. C. Seton.
Mr. Mirza Mehdy Ispahani.
Mr. Cowasjee Eduljee Panday.
M.R.Ry. M. Varadarajulu Chetty Garu.
Mr. Lee Pogson, the Board's Engineer, was also present.

The Chairman stated that this meeting had been convened to meet Sir Alexander Rendel, the Consulting Engineer to the India Office, who, having arrived in India to inspect some of the railways in Bengal, had been directed by the Secretary of State to visit and report upon the Madras Harbour, and on behalf of the Board the Chairman expressed the pleasure felt by the Trustees at the opportunity thus afforded of meeting Sir Alexander, who then read the following *Memorandum*:—

"I have this day and yesterday inspected the Harbour and the plans on which the works are now being carried out.

"I quite recognise the fact that in the opinion of the Trustees and many other competent persons the question of the ultimate position of the entrance must be determined by experience of the entrance facing eastwards now under construction. I would only urge, and urge most strongly, that the works now under construction should be executed at once, as if no subsequent alteration of the site of the entrance was in contemplation. Not to do so is, in my opinion, to tempt disaster in case of a cyclone occurring during the period of experiment, and with no sufficient cause, for the work which the Trustees and the Government of Madras proposed to omit may nearly all be taken up in a condition which would allow of its being used again at the cost only of taking it up and replacing it in position. In other words, I am of opinion that the wavebreaker blocks should be made 40 feet wide at once on the North Pier extension, and should not be omitted or made of less width than 40 feet on the part of that Pier which would be removed if the entrance was shifted to the north-east.

"In regard to the entrance, on further consideration, I am so much more strongly of opinion, than I was when I made my report in April 1889, that 450 feet is too narrow, that I have most strongly to recommend that it be made not less than 500 feet, and had it been possible, I should have preferred to see it made 550 feet wide as originally proposed by Mr. Parkes; for the current across the Harbour entrance is much greater I find than I was aware of in April last.

"In respect to the construction of heads at the entrance, I think that ultimately each breakwater should be finished off with a solid mass of concrete made in an iron caisson, floated to the entrance, and there sunk in its proper position. But recognising the possibility of the entrance being shifted, I would propose that for the present the South Breakwater only should be finished in this manner, the North Breakwater being finished in block work, as shown on the plans already prepared by Mr. Lee Pogson and determined on. A light-house can then be built on the south head. A beacon (lighted of course) will be sufficient on the north head, at all events for the present.

"I consider that both heads should be so founded that there should be alongside them nowhere less than 35 feet of water below De Havilland's mean sea-level.

"For the purpose of laying wavebreakers 40 feet in width a new Titan crane will be necessary. This crane should be made to turn, so that it may either set blocks in the breakwaters or wavebreaker blocks outside them. This new crane would be a very valuable adjunct to the appliances of the Harbour for handling heavy weights, and might be also made available for the purposes of dredging alongside the inner faces of the breakwaters.

"In regard to the works which have been already executed, the mode of making the concrete appears extremely satisfactory, and the blocks are standing well; but I should like to see a larger proportion of cement, say 1 to 6, employed in the concrete in and about the caisson on the South Pier head.

"The removal of the sunken Titan at the head of the North Pier will enable that pier to be finished without the curve proposed by Mr. Parkes. This curve was, I understand, proposed solely because it was supposed that the Titan could not be removed. The Titan having been removed, the North Pier should, I think, be built without the curve in exactly the same form as the South Pier. The curve inside both heads should also be flattened, I think, as much as possible, to give the greatest possible width to the entrance.

"I do not propose to press the question of orderly rows of wavebreaker blocks in place of random. The latter do their work very well, and the works are so far advanced that a change does not appear desirable. But I would advise that the surface of the rough deposits on the inner face of the breakwaters be paved with concrete made *in situ* in accordance with a plan which Mr. Lee Pogson has proposed and made a successful experiment with. This work should be executed as soon as possible. It requires no machinery and the cost is not large."

The Honorable Mr. Boyson inquired whether, if wavebreaker blocks were deposited on the random system along that part of the eastern wall which it had been intended to build and leave unprotected as a temporary measure, they could be moved at all, and if so, whether the expense would not be very great should it ultimately be decided to adopt the north-eastern entrance.

Sir Alexander Rendel replied that, in his opinion, the section of the wall, even with the 40-feet wavebreaker screen added, was none too strong, and pointed out that, although it would of course cost a considerable sum to remove the wavebreaker blocks if once deposited, it was merely courting disaster and not giving the eastern entrance, as an entrance, a fair trial to omit them; for a first-class cyclone might, very probably would, wreck the unprotected portion at once, and in that case the experiment as to the value of an eastern entrance and the protection afforded by that form of Harbour would be no experiment at all. He therefore strongly recommended the Trustees to take the precautions which he had indicated, and which he considered necessary; and with reference to the entrance and his advice to make it as wide as the present condition of the works would admit, remarked that an entrance 450 feet wide only was undoubtedly too narrow for a long ship to enter across a strong current with safety, and that smooth water inside the harbour would be quite useless to a ship lying outside, if the entrance had been so constructed as to render it impossible or unsafe for her to get to the smooth water; he also inquired whether any observations of the currents past the entrance had been taken and recorded; Mr. Pogson replied that none had been taken since the works had been without a steam launch, and the data on record was incomplete and of little practical value. Sir Alexander said he would require full information on this point and considered it would be desirable to procure a steam launch.

It was then resolved unanimously,—that the Board's Engineer be directed to give effect to Sir Alexander Rendel's suggestions subject to the approval of Government, and that Sir Alexander be requested to arrange to procure the required crane at as early a date as possible.

The meeting then terminated and the Trustees afterwards accompanied Sir Alexander Rendel over the Harbour Works.

Transferred to the Public Works Department.

OOTACAMUND,
8th May 1890.

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

ORDER—dated 26th May 1890, No. 1460 W., Public Works.

The Government of India will be addressed.

(Here enter No. 1461 W., dated 26th May 1890.)

(True Extract.)

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

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

Exd A. Aubert.
Spare Copies

LDINGS AND ROADS.
CIVIL WORKS.

of {1890} Madras.

BLIC WORKS.

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Encl.

May 1890, No. 1460 W.

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No. 100 M. 18

All communications should be addressed to the Secretary.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

CIVIL WORKS.

Miscellaneous.

GOVERNMENT 24 APR 90 MADRAS

To

The Secretary to the
Government of Madra
Public Works Depar

Simla, the 16th April

Sir,

With reference to the corre
ending with your letter No 2653 W
the 23rd September 1889, I am dire
forward herewith a copy of the una
telegram from Her Majesty's S
of State for India, and to reque
the Government of India may
nished for transmission to He
with a report of the result of S
Alexander Rendel's inspection
Madras Harbour Works, acco

expression of the views of His
Excy the Governor-in-Council
in.

I have the honour to be,
Sir,
Your most obedient Servant,

C. Vincent

Under Secy to the Govt. of India.

nent accompanying
telegram dated 4th ult. from
Her Majestys' Secretary of
State for India.

P. W. Dept.
To be returned with reply.

Copy of a telegram, dated the 5th February 1890, from Her Majesty's Secretary of State for India, to the Govt. of India.

"Your Public Works Despatch No. 1, dated 7th January last. Consult Rendel on the subject and report result to me before action taken."

Encl 2
Sec Letter
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Mar Sec 427/90

Cl No 427
5
1460

Harbour Trust Board Office,

MADRAS, 3 May 1890.

No. 1767

From Geo: McWatters Esquire M.A.C.S.,

Chairman, Harbour Trust Board,
MADRAS,

To

The Honorable J. F. Price C.S.,

Chief Secretary to Government,
Marine Department.

Sir,

I have the honor to acknowledge the receipt of Memorandum No. 562, Public Works, dated 30th April 1890, enclosing letter from the Government of India — No. 100 M Public Works Department, Civil — Works, dated Simla 16th idem, Communicating a copy of Telegram from the Secretary of State for India regarding the Madras Harbour Works, which enclosures are — returned herewith.

2. Sir Alexander Rendel left no formal report on record regarding the result of his visit to this Harbour, but after carefully going over the works with Mr. Lee Pearson, the Board's Engineer, read to the Trustees

a

minute at a special meeting held
the 25th February, 1890 which has been
corded in the proceedings of the Board
that date and submitted to Government
and I now forward three spare copies
for the information of the Public Works
Department and the Government of India.

3. Sir Alexander Rendel gave
the Trustees to understand that on
arrival in England he would amplify
his minute and make a formal report
of his inspection to the Secretary of State.

4. The Trustees unanimously
concurred in Sir Alexander Rendel's
views as expressed in his minute.

I have the honor &c
Sir
Your obt. Servant

Chairman
Harbour Trust Board

Fort St. George, March 11, 1890.

NOTIFICATIONS.

No. 14.—The following minutes of the Proceedings of a Meeting of the Trustees of the Madras Harbour, held at the Board's Office on Friday the 21st day of February 1890, are published:—

Present:

Mr. Geo. McWatters M.A., C.S., *Chairman.*
The Honorable Mr. J. A. Boyson.
Mr. S. R. Turnbull.
Mr. C. E. P. VansAgnew.
Captain H. A. Street, H.M.'s I.M.
Captain W. L. C. Baddeley, R.E.
Mr. C. Seton.
Mr. Mirza Mehdy Ispahani.
Mr. Cowasjee Eduljee Panday.
M.R.Ry. M. Varadarajaloo Chetty Garu.

1. Read the minutes and confirmed the proceedings of the last meeting held on Friday, 14th February 1890.

2. Read letter from the Board's Secretary. No. 381 (*a*), dated 14th February 1890, reporting to the Chairman, with reference to the wish expressed by the Trustees, that the Pier and Beach Cooly contract should be carried out departmentally:—

(*a*) The probable income.
(*b*) The additional staff required.
(*c*) The number of coolies required and available.
(*d*) The probable savings upon present establishments.
(*e*) The probable addition to out-fees to staff
(*f*) The probable net saving.
(*g*) Suggesting that to recoup the additional outlay upon out-fees incurred expressly in the interest of steamers to enable them to obtain despatch by working on Sundays and holidays and between 6 P.M. and 6 A.M., that a charge should be made against each ship of 1 rupee for each Pier lighter of cargo and 4 annas for each Masulah boat-load of cargo discharged from a ship or despatched from the Pier or beach upon a Sunday, Chamber of Commerce holiday, or after working hours.
(*h*) Pointing out that with the exception of coasting cargo, all cargo landed at the port should be handled departmentally under amended Bye-law No. 4, and strongly urging that the handling and delivery of all coasting cargo should be left to the agents of the steamers and their dubashes.
(*i*) Bringing to notice that the coolies require a recognised time for meals, and suggesting that accommodation be provided where they could take same under shelter.

Read also letter from the Secretary to the Chairman, No. 442-D, dated 20th February 1890, reporting further, in conformity with the views of the Board expressed at their meeting of the 14th instant, details of arrangements for carrying out the work, and suggesting in addition that 3 pies be added to each rupee earned by coolies, and set aside as a Provident Fund to be utilized for their benefit in cases of accident, domestic occurrences and festivals.

Read petition from various coolies, addressed to the Chairman, dated 17th February 1890, asserting that when the Pier Cooly contract was worked departmentally before, they did not get their full wages and that work was unnecessarily delayed towards evening.

Read also another petition to a similar effect, addressed by "C. Parthasarathy Chetty, an old shipper," to "The Honorable S. R. Turnbull and the other Trustees of the Madras Harbour."

Read and approved draft reply to the coolies' petition.

Examined statement showing the gain or loss on each tender compared with the existing rates of import porterage as approved by the Chamber of Commerce, as follows:—

Names.	Amount by which tender exceeds the existing rates.	Amount by which tender is less than existing rates.
	Rs. A. P.	Rs. A. P.
M. Ramasawmy Naidoo ..	4,231 4 9	..
M. Narrayanasawmy Naicker ..	..	560 2 3
C. Ramamtha Moodelly ..	19,236 1 2	..
D. Soobkahan Singh & Co...	..	1,680 12 7
Mr. L. Samuel	14,754 5 8	..

It was noted that the present cooly contractors, Messrs. P. Ramanjuloo Naidoo and Sons, had not tendered to carry on the work.

The Chairman explained the various points of importance which had come up in connection with the Board's proposal to carry out the porterage work departmentally.

Resolved unanimously,—that the Secretary's proposals be approved and sanctioned with effect from 1st March 1890.

3. Read office note No. 935-C, dated 20th February 1890, from the Secretary to Government, Public Works Department, communicating telegram from the Public Works Department, Calcutta, stating that, by desire of the Secretary of State, Sir Alexander Rendel would visit and report upon the Madras Harbour, and intimating that he would arrive by the P. and O. Steamer *Peshawar* due on Sunday next.

Recorded.

4. Read letter from the Deputy Port Conservator, No. 251, dated 14th February 1890, reporting that arrangements for boatmen to attend during the night at the Port Flagstaff and keep the look-out have been made.

Recorded.

5. Read indent from the Deputy Traffic Manager, No. 507, dated 13th February, for sundry books required for the levy of Harbour dues on timber.

Sanctioned.

6. The Chairman brought to notice that the Trustees had from time to time delegated certain of their powers to the Chairman, but that under section 19 of Act II of 1886, such delegation required the special sanction of Government.

Resolved.—that, with the approval of Government, the Chairman be authorized under section 19 of Act II of 1886 to deal with the following matters:—

(*a*) Petty indents for local stores and bills in payment of same.
(*b*) All questions relating to claims made by the Municipal Commission for taxes under Act I of 1884.
(*c*) All details regarding porterage under amended Bye-law No. 4 except the appointment of a contractor.
(*d*) All petty contracts which he may consider it unnecessary to bring to the notice of the Board.
(*e*) Payment of Provident Fund balances to nominees under rule 11 of the Provident Fund rules.
(*f*) The levy and remission of ground and godown rent.
(*g*) The rental of Harbour Trust properties at Cassimode.
(*h*) The sale by public auction of unserviceable material or petty buildings.

7. Resolved further,—that, subject to general orders from time to time passed by the Trust as Conservator and approved by Government, the power of appointing, promoting, suspending, dismissing, fining, reducing or granting leave to officers and subordinates of the Board in their capacity as Conservator of the Port shall be exercised by the Chairman.

8. Read letter from the President, Madras Municipal Commission, No. 1354 F.W., dated 21st January 1890, respecting the southern outlet of the municipal main drain near the north-east corner of the Fort, and submitting that it should be extended at the expense of the Harbour Trust Board.

Read endorsement No. 586 C, dated 4th February 1890, from the Secretary to Government, Public Works Department, referring the above letter and other correspondence relating thereto to the Chairman for early report as to whether the Harbour Trust Board is willing to meet the cost of the extension of the drain; and, if so, whether it desires that the work shall be carried out by the Municipality or by the Board's Engineer.

Read letter from the Board's Engineer, No. 1370, dated 21st February 1890, reporting upon the above.

Resolved,—that the Harbour Trust Board is unwilling to meet the cost of extending the municipal drain.

9. Examined Madras Bank Pass-books showing to the credit of the Chairman on Revenue account Rupees 10,968-13-8, Construction account Rupees 18,651-12-0, and Biden Home account Rupees 142-7-9.

The Secretary reported that, in compliance with the Board's Resolution, No. 12, dated 14th February 1890, Rupees 35,000 of 4 per cent. Government paper has been purchased and forwarded to the Madras Bank for safe custody, also that Rupees 2,000 4 per cent. Government paper has been purchased on account of the Provident Fund.

No. 15.—The following minutes of the Proceedings of a Special Meeting of the Trustees of the Madras Harbour held at the Board's Office on Tuesday the 25th day of February 1890 at 4-30 P.M., are published:—

Present:

Mr. G. McWatters, M.A., C.S., Chairman.
Sir Alexander Rendel, K.C.I.E., Consulting Engineer to the Secretary of State.
The Hon'ble Mr. J. A. Boyson.
Mr. S. R. Turnbull.
Captain H. A. Street, H.M.'s I.M.
Captain W. L. C. Baddeley, R.E.
Mr. C. Seton.
Mr. Mirza Mehdy Ispahani.
Mr. Cowasjee Eduljee Panday.
M.R.Ry. M. Varadarajulu Chetty Garu.
Mr. Lee Pogson, the Board's Engineer, was also present.

The Chairman stated that this meeting had been convened to meet Sir Alexander Rendel, the Consulting Engineer to the India Office, who, having arrived in India to inspect some of the railways in Bengal, had been directed by the Secretary of State to visit and report upon the Madras Harbour, and on behalf of the Board the Chairman expressed the pleasure felt by the Trustees at the opportunity thus afforded of meeting Sir Alexander, who then read the following *Memorandum*:—

"I have this day and yesterday inspected the Harbour and the plans on which the works are now being carried out.

"I quite recognise the fact that in the opinion of the Trustees and many other competent persons the question of the ultimate position of the entrance must be determined by experience of the entrance facing eastwards now under construction. I would only urge, and urge most strongly, that the works now under construction should be executed at once, as if no subsequent alteration of the site of the entrance was in contemplation. Not to do so is, in my opinion, to tempt disaster in case of a cyclone occurring during the period of experiment; and with no sufficient cause, for the work which the Trustees and the Government of Madras proposed to omit may nearly all be taken up in a condition which would allow of its being used again at the cost only of taking it up and replacing it in position. In other words, I am of opinion that the wavebreaker blocks should be made 40 feet wide at once on the North Pier extension, and should not be omitted or made of less width than 40 feet on the part of that Pier which would be removed if the entrance was shifted to the north-east.

"In regard to the entrance, on further consideration, I am so much more strongly of opinion, than I was when I made my report in April 1889, that 450 feet is too narrow, that I have most strongly to recommend that it be made not less than 500 feet, and had it been possible, I should have preferred to see it made 550 feet wide as originally proposed by Mr. Parkes; for the current across the Harbour entrance is much greater I find than I was aware of in April last.

"In respect to the construction of heads at the entrance, I think that ultimately each breakwater should be finished off with a solid mass of concrete made in an iron caisson, floated to the entrance, and there sunk in its proper position. But recognising the possibility of the entrance being shifted, I would propose that for the present the South Breakwater only should be finished in this manner, the North Breakwater being finished in block work, as shown on the plans already prepared by Mr. Lee Pogson and determined on. A light-house can than be built on the south head. A beacon (lighted of course) will be sufficient on the north head, at all events for the present.

"I consider that both heads should be so founded that there should be alongside them nowhere less than 30 feet of water below De Havilland's mean sea-level.

"For the purpose of laying wavebreakers 40 feet in width a new Titan crane will be necessary. This crane should be made to turn, so that it may either set blocks in the breakwaters or wavebreaker blocks outside them. This new crane would be a very valuable adjunct to the appliances of the Harbour for handling heavy weights, and might

be also made available for the purposes of dredging alongside the inner faces of this breakwaters.

"In regard to the works which have been already executed, the mode of making the concrete appears extremely satisfactory, and the blocks are standing well; but I should like to see a larger proportion of cement, say 1 to 6, employed in the concrete in and about the caisson on the South Pier head.

"The removal of the sunken Titan at the head of the North Pier will enable that pier to be finished without the curve proposed by Mr. Parkes. This curve was, I understand, proposed solely because it was supposed that the Titan could not be removed. The Titan having been removed, the North Pier should, I think, be built without the curve in exactly the same form as the South Pier. The curve inside both heads should also be flattened, I think, as much as possible, to give the greatest possible width to the entrance.

"I do not propose to press the question of orderly rows of wavebreaker blocks in place of random. The latter do their work very well, and the works are so far advanced that a change does not appear desirable. But I would advise that the surface of the rough deposits on the inner face of the breakwaters be paved with concrete made *in situ* in accordance with a plan which Mr. Lee Pogson has proposed and made a successful experiment with. This work should be executed as soon as possible. It requires no machinery and the cost is not large."

The Honorable Mr. Boyson inquired whether, if wavebreaker blocks were deposited on the random system along that part of the eastern wall which it had been intended to build and leave unprotected as a temporary measure, they could be moved at all, and, if so, whether the expense would not be very great should it ultimately be decided to adopt the north-eastern entrance.

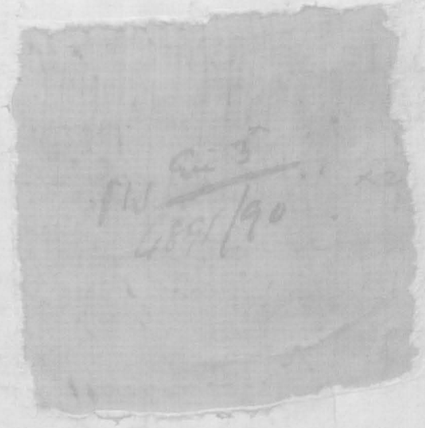
Sir Alexander Rendel replied that, in his opinion, the section of the wall, even with the 40-feet wavebreaker screen added, was none too strong, and pointed out that, although it would of course cost a considerable sum to remove the wavebreaker blocks if once deposited, it was merely courting disaster and not giving the eastern entrance, as an entrance, a fair trial to omit them; for a first-class cyclone might, very probably would, wreck the unprotected portion at once, and in that case the experiment as to the value of an eastern entrance and the protection afforded by that form of Harbour would be no experiment at all. He therefore strongly recommended the Trustees to take the precautions which he had indicated, and which he considered necessary; and with reference to the entrance and his advice to make it as wide as the present condition of the works would admit, remarked that an entrance 450 feet wide only was undoubtedly too narrow for a long ship to enter across a strong current with safety, and that smooth water inside the harbour would be quite useless to a ship lying outside, if the entrance had been so constructed as to render it impossible or unsafe for her to get to the smooth water; he also inquired whether any observations of the currents past the entrance had been taken and recorded; Mr. Pogson replied that none had been taken since the works had been without a steam launch, and the data on record was incomplete and of little practical value. Sir Alexander said he would require full information on this point and considered it would be desirable to procure a steam launch.

It was then resolved unanimously,—that the Board's Engineer be directed to give effect to Sir Alexander Rendel's suggestions subject to the approval of Government, and that Sir Alexander be requested to arrange to procure the required crane at as early a date as possible.

The meeting then terminated and the Trustees afterwards accompanied Sir Alexander Rendel over the Harbour Works.

J. GROSE,
Ag. Chief Secretary.

MADRAS: PRINTED BY THE SUPERINTENDENT, GOVERNMENT PRESS.



P.W.D. No. 2759

MARINE DEPARTMENT.

C18° 427

FROM

THE CHAIRMAN,

HARBOUR TRUST BOARD,

MADRAS.

To

THE CHIEF SECRETARY TO GOVERNMENT,

Marine Department.

Encl 3

DATED 3rd }
RECEIVED 5 } May 1890.

ENCLOSURES (5)

No. 1761

SUBJECT.

Returning letter No. 100 M P.W.D. Civil Works dated Simla 16th April 1890, communicating a copy of telegram from the Secretary of State for India regarding the Madras Harbour Works, and stating that Sir Alexander Rendel left no formal report on record regarding the result of his visit to this Harbour.

Transferred to the P.W. Dept

Fredrick Rice

Chief Secretary

6/5

Returned 8 May 90

No. 56 D dy 30-4-90 file

B & R
Works

9
1460

PUBLIC WORKS DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the

READ the following

From the Govt of India (H.E. No 100 M dy 16.4.90)
" Chairman M.H.T.B. (" " 1761 dy 3.5.90)
Endorsement thereon in
Marine dept (" " dy 6.5.90)

Printed with the
Govt of India
Public Works Dept

The Government of India will be addressed.

21/5 (H.E. No 146 W dy 6 May)
19/7/90

The Chairman M.H.T.B.
" Marine dept

To, The Secy: to the Govt of India,
P.W.D.

Sir,

In reply to your letter No. 100 M, dated 16th April 1890, I am directed to state that Sir Alexander Rendel did not furnish this

10/1460

Government with any
report of the result of
his inspection of the
Madras Harbour Works.
A copy of a letter on the
subject from the Chairman
Madras Harbour Trust
Board, No. 1761 dated
3rd May 1890, together with
a copy of the minute
read by Sir Alexander
before a meeting of the
Trust Board on the 25th
February ~~July~~ 1890, is forwarded
herewith for the information
of the Govt of India.

Circ
This ought to have reached
Govt long ago.
HHJ 19/5
12 May

Answd
10.5.90

Cir

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Dated

Rcvd. Encl.

G.O. 26 January 1890 No. 146 W.

Madras Harbour Works.

Inform that the Govt
have no remark that
Sir A Rendel does not
furnish this Govt with
any report of his
inspection of the —.

Madras Harbour Works.

Informing that
Sir A Rendel does not
furnish this Govt with
any report of his
inspection of the —.