M.R.O. 1—77,006—8-6-37.

(1) Number of pages 34

(2) Date of repair 15. 10. 40

(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 2327 W

Press
~~Mis.~~

Dated 13th September 1894.

Not to be folded or roughly handled

13TH SEPTEMBER 1894, No. 2327 W., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

READ—the following papers :—

From Major O. V. BODDY, R.E., Superintending Engineer, VI Circle, to the Chief Engineer, Public Works Department, dated Trichinopoly, 20th June 1894, No. 259 T.N.

With reference to paragraph 2 of memorandum No. 1190 C., dated 15th March 1894, I have the honour to forward the reliable estimate for the reclamation of the foreshore at Tuticorin called for therein.

2. It was at first proposed to utilise the services of the dredger "Wenlock" on this work. Suitable boats, however, are not available for the transport of the dredged up stuff. Roughly made boats that would answer the purpose could be constructed at a cost of about Rs. 500 each, the dimensions of each being 50′ × 12′ × 3′, and three such boats would be required.

3. I have estimated that the cost of the reclamation thus carried out would be, exclusive of charges on account of the "Wenlock," Rs. 16,000. The work would take 4 months to complete, and as the working expenses of the "Wenlock" are about Rs. 2,500 per mensem, the total cost of the reclamation would come to Rs. 26,000. This sum is exclusive of what would be required for connecting the South Indian Railway terminus with the pier.

4. The Presidency Port officer, however, in a letter No. 162/648 P., dated 16th May 1894, addressed to the Port officer at Tuticorin, has expressed himself as satisfied that the dredger cannot be utilised for this service ; it thus becomes necessary to find other means of extending the foreshore.

5. There is a railway siding from the terminus to the salt platforms, a distance of about 2 miles ; near these platforms are some sand dunes from which sufficient stuff could be taken for the reclamation without impairing their value as a cover or screen for the platforms. It is proposed therefore to lay a siding to these dunes, convey the stuff to Tuticorin by rail and to lay another siding along the foreshore reclamation which would be extended as the filling in progressed.

6. The delay in submission of this estimate is due to the difficulty that has been experienced in obtaining the required information as to cost from the Railway authorities.

7. I forward the Agent's letter on the subject from which it will be seen that the hire of an engine will be Rs. 9 per day and of a truck Re. 1 and that to these charges must be added the working expenses. I have, however, personally ascertained that all the charges connected with a train made up of an engine and 25 trucks is Rs. 67 per day of 12 hours and the estimate now submitted is based on that charge.

8. It is not likely that the work can ever progress fast enough to admit of more than 4 trips per day. There will be considerable difficulty at first owing to the beach road having to be crossed. This road is practically the only one in Tuticorin and along it all the traffic passes. To pass 100 trucks across this road and back again every day will occasion blocks in the traffic that will lead at least to grave inconvenience. Even when the reclamation has progressed sufficiently far, for a train of 25 trucks to cross the road at once there will be, I think, some inconvenience felt. These trucks will have to be hauled by manual labour, as it will hardly be safe to put the weight of an engine on to the recently filled in stuff. Taking into consideration the delays that are sure to occur, I estimate that 120 working days will be required for the completion of the filling in.

9. The estimate for the reclamation alone comes to Rs. 25,000 ; I have entered Rs. 1,000 as compensation for that portion of the compound in the possession of

Messrs. Ralli Brothers which must be acquired. The Agent, South Indian Railway, estimates the cost of a permanent connection between the main line and the shore end of the pier at Rs. 11,500 including cost of turn table. The total cost therefore of the reclamation and establishing through communication is Rs. 37,500.

10. The accepted tender of Messrs. Burn and Co., amounting to Rs. 1,00,000, is for constructing the pier (without the provision of cranes) starting at a point 140′ from high water mark. If the expense of the reclamation is considered to be too much, then the pier must be continued shoreward for an additional 140′ and I estimate that the cost of this portion of pier would be Rs. 22,000.

11. With reference to paragraph 3 of the memorandum under reply, I have the honour to report that I estimate the probable annual cost of upkeep of the reclamation at Rs. 500.

ENCLOSURE.

From the Agent, South Indian Railway, to the Assistant Engineer in charge of Tinnevelly Division, dated Trichinopoly, 1st June 1894, No. 8082/1554.

Your letter No. 1327 of the 9th ultimo.

The approximate cost of a temporary siding from the sand hills near the salt pans to connect with the salt siding is Rs. 1,139.

2. The approximate cost of a temporary siding along the existing foreshore to bring sand for the purposes of reclamation is Rs. 858.

In both these cases I have not charged the value of the material to be used; only 15 per cent. of the cost of it to cover wear and tear has been estimated for.

3. The approximate cost of a permanent siding from the main line to the shore end of the new pier is Rs. 9,333.

4. The approximate cost of a turn table is Rs. 2,170.

5. An engine and a train of ballast trucks can be set aside for this traffic, the cost being Rs. 9 per diem for the use of the engine and Re. 1 per diem for each ballast truck *plus* the wages of the men employed to work the engine and the value of the stores consumed.

G.O., dated 17th August 1894, No. 328, Marine.

Read—Memorandum from the Public Works Dept., dated 28th June 1894, No. 467 D.

Read—the following letter from the Presidency Port officer, dated 20th July 1894, No. 695/274 G.:—

With reference to Marine Department endorsement No. 1436, dated 14th instant, on Current No. 552, herewith returned, I have the honour to state that as the dredger "Wenlock" cannot be utilized in connection with the reclamation work, there appears to be no objection to approving the present proposals for employing railway trucks as suggested by the Superintending Engineer, VI Circle, in his letter No. 259 T.N., dated 20th June 1894, to the Chief Engineer, Public Works Department, and as the estimated amount Rs. 37,500 can be met from the Tinnevelly District Port funds, I would recommend that the sanction of Government may be obtained to place the amount at the disposal of the Public Works Department for carrying out the work.

Read—the following letter from the same officer, dated 31st July 1894, No. 163/286 G.

With respect to Marine Department memorandum No. 1502, dated 24th July 1894 (enclosures herewith returned), I have the honour to report that of the two schemes in question the reclamation work is preferable. Although the cost of this is Rs. 15,500 more than that of the pier extension shorewards, the financial position of the port warrants the expenditure, the District Port fund having had to its credit Rs. 1,63,000 on 31st March 1893.

2. In regard to the pier extension the annual cost of maintaining the additional length will have to be set against the Rs. 500 per annum for maintaining the reclamation.

3. The extra space proposed to be reclaimed is urgently required and will in course of time prove valuable as warehouse sites if not otherwise required by Government.

4. There is now no room on the beach near the pier to move goods about and during the cotton season the road is nearly blocked by cart traffic.

5. Having just returned from Tuticorin the necessity of the reclamation is very apparent to me and the scheme proposed by the Superintending Engineer is in my opinion the most suitable and I therefore request that the estimates countersigned by me may be passed and funds placed at the disposal of the Public Works Department at an early date.

Order—dated 17th August 1894, No. 328, Marine.

The reclamation scheme is approved. The papers will be transferred to the Public Works Department with the request that the work may be put in hand at once.

2. With reference to paragraph 1 of G.O., dated 2nd November 1893, No. 2794 W., and to paragraph 1 of G.O., dated 8th January 1894, No. 14 W., it is observed that as the dredger "Wenlock" is not to be used for the work of reclamation, it is desirable that this work should be carried out by the Public Works Department. The question of the percentage for establishment to be charged in the peculiar circumstances of the case will be considered in that department.

3. As the reclaimed land will be within port limits, any rent realised for its use will form a credit to the District Port fund.

4. The Government awaits a further report from the Presidency Port officer in regard to the dredger "Wenlock."

(True Extract.)

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

ORDER—dated 13th September 1894, No. 2327 W., Public Works.

The estimate, amounting to Rs. 37,500, for reclaiming the foreshore at Tuticorin near the Government Pier, is sanctioned in supersession of the estimate of Rs. 10,300 sanctioned in G.O., No. 14 W., dated 8th January 1894.

2. The work will be carried out by the Public Works Department and will be commenced at once.

3. The sum of Rs. 41,166 as shown below will be made available from Port funds under orders in the Financial Department:—

	RS.
Works	37,500
Establishment	3,441
Tools and plant	225
Total ...	41,166

4. The charge for establishment and tools and plant is calculated on Rs. 14,963, the remainder of the estimate being for items on which no such charge is payable.

5. This sanction has been registered as Excluded Local No. 11 W. of 1894–95 and classified as Miscellaneous Public Improvements, Original Works.

(True Extract.)

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

To the Superintending Engineer, VI Circle, with enclosures.
" Examiner, Public Works Accounts.
" Marine Department.
" Financial "

Exd. C. A. Munisawmy.
Spare Copies

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of {1894} Madras.

PUBLIC WORKS.

Dated September, 13th.

Recd. *Encl.*

G.O., 13th Sept. 1894, No. 2327 W.

SEPTEMBER.

Foreshore at Tuticorin

Estimate of Rs. 37,500 for reclaiming the — near the Government Pier, sanctioned with remarks for immediate execution.

[C./15] P. W. CURRENT No. 6332

Govt. of { 18 } Madras.

To

The Public Works Department

Enclos 7 (Plan)
Recd: 24-8-94

Proceedings, dated 17 August 1894
No. 328

Subject.

Sanctioning with remarks the scheme for the reclamation of the foreshore at Tuticorin

CAW
24-8-94

C.F. 73.

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

W

C.F. 73.

DEPARTMENT.

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

~~Press~~
Miscellaneous No. 2327, dated 13-9-94 193
~~Routine~~

Date taken out.	For what purpose.			Initials of clerk taking the paper or of attender.	Date returned.	Initials of attender.
	Department.	C. No.	Year.			
15/7/37	Misc B III	7873	37	[illegible]	9/9/37	
15/11/37	B III	14293	37	[illegible]	24/10/40	[illegible]

24-10-19

Removed for P.W. file

BACK PAPERS.

G.O.	No.	Department.	Date.
526 E.		Fin	26.10.96
& papers with its back			
210		P.W.	6-1-81
~~344 W~~		~~..~~	~~9-12-97~~

FURTHER PAPERS.

G.O.	No.	Department.	Date.
7	140/95		

Marine (1898) Department.

CURRENT No. 266

E No. 140 E. dy 5-3-98

Endt

Transferred to the P. W. Department in Continuation of Endt. No. 526 E. D/ 26-10-97.

(Sd) S. B. M.
D. 10.

P 5/3/98

From The P. T. Officer

No. 137/81 G.

Dated 26—2—98

Received
Registered } 1—3—98

Enclosures

Spare copies

P 1504 C. d 12. 3-98

Forwarded to the S. E. VI Circle for early submission of plans & Estimates for the works asked for by the P. O. The removal of the debris & the levelling of the Compound should be carried out at once.

(Return requested)

(Sd) W. B. dew.
E W.

SUBJECT.

Requesting that the S. E., VI Circle, may be directed to submit plans & estimates to remedy the state of affairs in the Port Officer's bungalow at Pamban.

No. 910 Dy 30th August 1897

Government of Madras.

PUBLIC WORKS DEPARTMENT.

OFFICE NOTE.

From W

To R

It has been suggested that the turn-table shewn on the enclosed plan of the Tuticorin pier might be dispensed with and a curve substituted.

2. The longest radius we could conveniently

get would be 120 feet and I believe the minimum allowed for metre gauge lines is 478 feet; but as it is presumed that locomotives are not intended to run on to the pier (they could not in any case pass the turntable) the radius of 120 feet would seem to be ample for trucks pushed by hand; is there any objection to it, or to a smaller radius?

J

W

CWM
29/8/94

W.

The minimum radius curves for metre gauge ~~lines~~ is 478 feet – the rigid wheel base for goods vehicles is 10'. I think the labour of hand shunting over a 120' curve would be quite equal to that entailed in using the turntable. It appears possible to put in 2 curves of 480 feet to enable a tank engine to take 3 or 4 wagons on to the pier itself if the shore end be built to the curve as sketched

F. Niles
30/8/94

No. 2327 wd. 13 Sept. 1894

C. No. 6332

Note for orders GV

With reference to the note of the Hon: Mr. Bliss dated 8 Aug: 94 attached to Marine Dept. order No. 328 dated 17 Aug: 94 I do not recollect what answer was given on the former occasion, the original of G.O. No. 552 W dated 28 Feb: 94 with which the notes were probably recorded being at Madras.

2. But on a further examination of the plan I am not satisfied that to dispense with the turntable would be impracticable. The objection is the increased

The proposed plan would, I think, be a great improvement. I venture, however, to suggest that if the first new curve were started at a point further Northward, say at X, the reverse curve BA would run straight on to the pier, so that no part of the pier need be curved, while the straight BC would be considerably longer than the straight (120') now provided & so would accommodate more trucks (+ an engine) than the 4 now provided for. Not having compasses or any means of laying out curves I may be quite wrong as to this, so merely throw it out as a suggestion for disposal by the C.E.

DS
8/9/94

length of pier, or of reclaimed ground which would be necessary in order to give room for a curve; the minimum radius allowed for metre gauge lines is 478 feet and a single curve of this radius could not be got in.

3. If a radius of 120 feet were admissible the line might run as shewn by the dotted blue pencil line, and the extra cost would I think be more than justified by the advantage of getting rid of the turn-table.

4. With such a curve as this however — locomotives could not

be used any more than with the turn-table, and Mr. Upcott, with whom I have discussed the matter tells me that with the ordinary South Indian trucks the extra labor of shunting them round a ~~gradient~~ quadrant of 120' radius would be almost as great as that of working the turn-table.

5. He suggests the arrangement shewn in pencil which appears to me in every respect superior to either of the others; the extra cost is small as the whole of the additional line will be on the foreshore and no extra piling will be wanted, while it allows of the use of a shunting engine to run the trucks.

on to the pier, the straight length available at the junction of the curves (120 feet) being enough to take a small engine and four trucks.

6. If this be approved the necessary instructions will be given to the Supdg Engineer. The question does not affect the estimate under consideration which is that for reclaiming the foreshore.

5.7

W

Approved

W

6 Sep

The [illegible] have been [illegible]

Extract from note by the Honorable Mr Bliss C.I.E. of 8th August 1894. 71

The scheme is undoubtedly a good one and should be sanctioned. The only criticism I have to make on it is that I think it is a great pity that the turntable at the end of the new pier cannot be got rid of and the railway trucks be run directly on to and off the pier. I think I made this remark before in connection with [illegible] 552 W / 28-2-94 (in G.O. 81 Marine / 8-3-94) and received a reply which at the time appeared conclusive, but which I forget. Probably it was that the increased cost of the reclamation would be prohibitive.

(Initialled) H.W.B.

Ow 5-1
6332/56

oly 20 June
D 20/
8/1 P

Print

From

Major O. V. Boddy. R.E.,
Superintending Engineer
VI Circle

To

The Chief Engineer
P. W. Department

Sir

Enclosures 3.
1 Estimate with Report.
1 Site plan of the new pier at Tuticorin with a section of Coral Stone wall
1 Copy of S. S. R. Agent's letter to the Exe. Engr. Tinnevelly Divn No. 8082/1554 of 1st June 1894

With reference to para 2 of Memorandum No. 1190C dated 15th March 1894 I have the honor to forward the detailed estimate for the Reclamation of the foreshore at Tuticorin called for therein.

2. It was at first proposed to utilise the services of the dredger Wenlock on this work. Suitable boats however are not available for the transport of the dredged up stuff. Roughly made boats that would answer the purpose could be constructed at a cost of about Rupees 500 each, the dimensions of each being 50' × 12' × 3' and three

Such

I have however personally ascertained

that

3. I have estimated that the cost of the reclamation thus carried out would be, exclusive of charges on account of the Wenlock Rupees 16,000. The work would take 4 months to complete, and as the working expenses of the Wenlock are about Rupees 2,500 per mensem, the total cost of the reclamation would come to Rupees 26,000. This sum is exclusive of what would be required for connecting the South Indian Railway terminus with the pier.

4. The Residency Port Officer however in a letter No. $\frac{163}{648}$ P. dated 16th May 1894 addressed to the Port Officer at Tuticorin has expressed himself as satisfied that the Dredger cannot be utilised for this service; it thus becomes necessary to find other means of extending the foreshore.

5. There is a Railway siding from the terminus to the salt platforms

form

platforms a distance of about 2 miles. Near these platforms are some sand dunes, from which sufficient stuff could be taken for the reclamation without impairing their value as a cover or screen for the platforms. It is proposed therefore to lay a siding to these dunes, convey the stuff to Tuticorin by rail, and to lay another siding along the foreshore reclamation which would be extended as the filling is progressed.

6. The delay in submission of this estimate is due to the difficulty that has been experienced in obtaining the required information as to cost from the Railway Authorities.

7. I forward the Agent's letter on the subject, from which it will be seen that the hire of an Engine will be Rs 9 per day, and of a truck Rupee 1. and that to these charges must be added the working expenses. I have however personally ascertained

that all the charges connected with a train made up of an Engine and 25 trucks is Rs 67 per day of 12 hours and the estimate now submitted is based on that charge.

8. It is not likely that the work can ever progress fast enough to admit of more than 4 trips per day. There will be considerable difficulty at first owing to the Beach Road having to be crossed. This Road is practically the only one in Tuticorin and along it all the traffic passes. To pass 100 trucks across this Road and back again every day will occasion blocks in the traffic that will lead at least to grave inconvenience. Even when the reclamation has progressed sufficiently far for a train of 25 trucks to cross the Road at once there will be I think some inconvenience felt. These trucks will have to be hauled by manual labor, as it will hardly be safe to

put

put the weight of an Engine on to the recently filled in stuff. Taking into consideration the delays that are sure to occur, I estimate that 120 working days will be required for the completion of the filling in.

9. The estimate for the reclamation alone comes to Rs 25,000; I have entered Rupees 1,000 as compensation for that portion of the compound in the possession of Messrs. Ralli Brothers which must be acquired. The Agent South Indian Railway estimates the cost of a permanent connection between the main line and the Shore end of the Pier at Rupees 11,500 including cost of turn table. The total cost therefore of the reclamation and establishing through communication is Rupees 37,500.

Mr.g.C. 51
5-3-94

10. The accepted tender of Messrs Burn & Co. amounting to Rs 100,000 is

for Constructing the Pier (without the provision of Cranes) Starting at a point 140' from High water mark. If the expense of the Reclamation is considered to be too much, then the Pier must be continued Shoreward for an additional 140' & I estimate that the cost of this portion of Pier would be Rupees 22000.

11. With reference to para 3 of the Memorandum under reply I have the honor to report that I estimate the probable annual cost of up-keep of the Reclamation at Rupees 500.

I have the honor to be
Sir
Your Most Obedt Servt

O V Bodley Major R.E.
Superintending Engineer
VI Circle

5.2

P. W. CURREN No. 4641

6832/94

From

The Supdg. Engineer
V Circle.

To

The Chief Engineer
P.W.D.

No. 259 I.r.
Dated 20th } June 1894.
Despd – 20 }
Reco: 21.6.94

Encls: 3, 5 (1 plan)

Foreshore at Tuticorin:—
submits reliable
estimate for the reclamation
of the —

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552

South Indi
Compa Limited-
Ag ts Office
No. 8082/1554
Trichinopoly 1st June 1894.

12 5 S.P.

Print

From
The Agent,
South Indian Railway

To
The Assistant Engineer
in Charge of Tinnevelly Divn.
Tuticorin.

Sir,

Your letter No. 1327 of the 9th Ultimo.

(1) The approximate cost of a temporary siding from the sand hills near the Salt-pans, to connect with the Salt Siding is Rupees 1139/-

(2) The approximate cost of a temporary siding along the existing foreshore to bring sand for the purposes of reclamation is Rupees 858/-
In both these cases I have not charged the value of the material to be used — only 15 per cent of the cost of it to cover wear & tear has been estimated for.

(3). The approximate cost of a permanent siding from the main line to the shore end of the new pier is Rupees 9,333/-

(4). The approximate cost of a turn table is Rs 2,170.

(5). An Engine and a train of ballast trucks can be set aside for [illegible] Engine [illegible] The Cost being Rupees 9 per diem for the use of the Engine, and one Rupee per diem for each ballast truck, plus the wages of the men employed to work the engine, and the Value of the Stores Consumed.

I have the honor to be
Sir
Your Most Obedt Servt
(Sd) T. H. Le Messurier
Traf. Agent

"True Copy"

O. W. Bodley
Major R.E.
Supg Engineer, Meirch
20-6-94

[illegible]
[illegible]

4
Mar
2
552.

Enclosure No 3 to S E 6 No $\frac{259\ T.N.}{20.6.94}$

[G/53.]
500—14-8-94.

Marine Department.

Print G. O., dated 17th Aug. 1894, No 328, Marine

7 Pica

MADRAS.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read –

READ the following paper :—

Memorandum from the Public Works Department d/ 28th June I894

No 467 D.

Read. the following

Leter from the Presidency Port Officer d/ 20th July I894
No $\frac{695}{274}$ G.

With reference to Marine Department Endorsement No I436 d/ I4th instant on current No 553 herewith returned, I have the honor to state that as the Dredger "Wenlock" cannot be utilized in connection with the reclamation work, there appears to be no objection to approving the present proposals for employing Railway Trucks as suggested by the Superintending Engineer VIth Circle in his letter No 259 T.N. d/ 20th June I894 to the Chief Engineer Public Works Department and as the estimated amount Rupees (37,500) thirty seven thousand and five hundred can be met from the Tinnevelly District Port Funds, I would recommend that the sanction of Government may be obtained to place the amount at the disposal of the Public Works Department for carrying out the work.

From the same officer d/ 3Ist July I894 No $\frac{I63}{286}$ G.

With respect to Marine Department Memorandum No I503 d/ 24th July I894 (enclosures herewith returned) I have the honor to report that of the two schemes in question the reclamation work is preferable. Although the cost of this is Rs.

I5,500 more than that of the pier extension shorewards the financial position of the Port warrants the expenditure, the District Port Fund having had to its credit Rs I,63,000 on 3Ist March I893.

2. In regard to the pier extension the annual costof maintaining the additional length will have to be set against the Rs 500 per annum for maintaining the reclamation.

3. The extra space proposed to be reclaimed is urgently required and will in course of time prove valuable as warehouse sites if not otherwise required by Government.

4. There is now no room on the beach near the pier to move goods about and during the cotton season the road is nearly blocked by cart traffic.

5. Having just returned from Tuticorin the necessity of the reclamation is very apparent to me and the scheme proposed by the Superintending Engineer is in my opinion the most suitable and I therefore request that the estimates countersigned by me may be passed and funds placed at the disposal of the Public Works Department at an early date.

Order d/ I7th August I894 No 328.

The reclamation scheme is approved. The papers will be tranferred to the Public Works Department with the request that the work may be put in hand at once.

2. With reference to paragraph I of G.O. d/ 2nd November I893 No 2794W and to paragraph I of G.O.d/ 8th January I894 No I4W it is observed that as the dredger "Wenlock" is not to be used for the work of reclamation it is desirable that this work should be carried out by the Public Works Department. The question of the percentage for establishment to be charged in the peculiar circumstances of the case will be considered in that department.

3. As the reclaimed land will be within port limits any rent realised

for

for its use will form a credit to the district port fund.

4. The Government await's a further report from the Presidency Port Officer in regard to the dredger "Wenlock."

(True Extract)

A. K. G. Shelley
Capt RE.
Under Secretary P.W.D.
for Chief Secretary.

To
The Public Works Department ✓
with plan, estimat, report and two enclosures retd.
& with extract from note by the Hon'ble Mr Bliss C.I.E.
" Presidency Port Officer
" Financial Department.

M^s to Sr / G.O. No: 2327 W. d/ 13th Septr. 1894. **PUBLIC WORKS DEPARTMENT.**

Buildings Civil works

16 9

PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ the following

Letter from the Supdtg. Engr., VI Circle, No. 259TN d/ 20th June 1894

Proceedings of Govt. Marine Department No. 328 d/17th August 1894.

Print with the enclosure

Print

The estimate amounting to Rs. 37,500 for reclaiming the foreshore at Tuticorin near the Government Pier is sanctioned in supersession of the estimate of Rs. 10,300 sanctioned in G.O. No: 14 W d/8th January 1894.

6 Sep

2. The work will be carried out by the P. W. Department and will be commenced at once.

he charge for Establishment and Tools and Plant is calculated on Rs 14,963, the remainder of the estimate being for items on which no such charge is payable.

3. The sum of Rs. ~~46,688~~ 41,166 as shown below will be made available from Port Funds under orders in the Financial Department.

Works	Rs. 37,500
Establishment	~~8,625~~ ~~3,431~~ 3441
Tools and Plant	~~663~~ 225
Total Rs.	~~46,688~~ ~~41,156~~ 41,166

4. This sanction has been registered as Excluded Local

(40—1,000—22-2-94.)

No. 11 W of 1894-95, and classified as Miscellaneous Public Improvements, Original Works.

~~P.W. Govern~~

~~The Hon'ble the Chief Sec~~

Estimate for reclaiming the foreshore at Tuticorin

S. 1.7

CHM 28/? 94

3/9/94

T. ~~BG~~

To

The S. E. VI Circle with end.

" Examiner of P.W. Accounts

" Marine Department

" Financial Department

DESPATCHED
19 SEP. 94

The Hon'ble the ...

for favour of con...

No 6332

15-7-37 III
15-11-37 VIII

Govt. of 1894 Madras.
PUBLIC WORKS.

Dated

Recd. Pier 15-9 Encl.

G.O. 13/9 1894 No. 2327W

Foreshore at Tuticorin

Estimate of Rs 37,500
r reclaiming the —
near the Govt: Pier,
anctioned with remarks
for immediate execution.

100/4

552W 19/1/94

15/9

M.R.O. 1—77,000—8-6-37.

(1) Number of pages 34

(2) Date of repair 15. 10. 40

(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 2327 W Press ~~Mis.~~

Dated 13th September 1894.

Not to be folded or roughly handled

13th September 1894, No. 2327 W., Public Works.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

Read—the following papers :—

From Major O. V. BODDY, R.E., Superintending Engineer, VI Circle, to the Chief Engineer, Public Works Department, dated Trichinopoly, 20th June 1894, No. 259 T.N.

With reference to paragraph 2 of memorandum No. 1190 C., dated 15th March 1894, I have the honour to forward the reliable estimate for the reclamation of the foreshore at Tuticorin called for therein.

2. It was at first proposed to utilise the services of the dredger "Wenlock" on this work. Suitable boats, however, are not available for the transport of the dredged up stuff. Roughly made boats that would answer the purpose could be constructed at a cost of about Rs. 500 each, the dimensions of each being 50′ × 12′ × 3′, and three such boats would be required.

3. I have estimated that the cost of the reclamation thus carried out would be, exclusive of charges on account of the "Wenlock," Rs. 16,000. The work would take 4 months to complete, and as the working expenses of the "Wenlock" are about Rs. 2,500 per mensem, the total cost of the reclamation would come to Rs. 26,000. This sum is exclusive of what would be required for connecting the South Indian Railway terminus with the pier.

4. The Presidency Port officer, however, in a letter No. 163/648 P., dated 16th May 1894, addressed to the Port officer at Tuticorin, has expressed himself as satisfied that the dredger cannot be utilised for this service; it thus becomes necessary to find other means of extending the foreshore.

5. There is a railway siding from the terminus to the salt platforms, a distance of about 2 miles; near these platforms are some sand dunes from which sufficient stuff could be taken for the reclamation without impairing their value as a cover or screen for the platforms. It is proposed therefore to lay a siding to these dunes, convey the stuff to Tuticorin by rail and to lay another siding along the foreshore reclamation which would be extended as the filling in progressed.

6. The delay in submission of this estimate is due to the difficulty that has been experienced in obtaining the required information as to cost from the Railway authorities.

7. I forward the Agent's letter on the subject from which it will be seen that the hire of an engine will be Rs. 9 per day and of a truck Re. 1 and that to these charges must be added the working expenses. I have, however, personally ascertained that all the charges connected with a train made up of an engine and 25 trucks is Rs. 67 per day of 12 hours and the estimate now submitted is based on that charge.

8. It is not likely that the work can ever progress fast enough to admit of more than 4 trips per day. There will be considerable difficulty at first owing to the beach road having to be crossed. This road is practically the only one in Tuticorin and along it all the traffic passes. To pass 100 trucks across this road and back again every day will occasion blocks in the traffic that will lead at least to grave inconvenience. Even when the reclamation has progressed sufficiently far, for a train of 25 trucks to cross the road at once there will be, I think, some inconvenience felt. These trucks will have to be hauled by manual labour, as it will hardly be safe to put the weight of an engine on to the recently filled in stuff. Taking into consideration the delays that are sure to occur, I estimate that 120 working days will be required for the completion of the filling in.

9. The estimate for the reclamation alone comes to Rs. 25,000; I have entered Rs. 1,000 as compensation for that portion of the compound in the possession of

Messrs. Ralli Brothers which must be acquired. The Agent, South Indian Railway, estimates the cost of a permanent connection between the main line and the shore end of the pier at Rs. 11,500 including cost of turn table. The total cost therefore of the reclamation and establishing through communication is Rs. 37,500.

10. The accepted tender of Messrs. Burn and Co., amounting to Rs. 1,00,000, is for constructing the pier (without the provision of cranes) starting at a point 140′ from high water mark. If the expense of the reclamation is considered to be too much, then the pier must be continued shoreward for an additional 140′ and I estimate that the cost of this portion of pier would be Rs. 22,000.

11. With reference to paragraph 3 of the memorandum under reply, I have the honour to report that I estimate the probable annual cost of upkeep of the reclamation at Rs. 500.

ENCLOSURE.

From the Agent, South Indian Railway, to the Assistant Engineer in charge of Tinnevelly Division, dated Trichinopoly, 1st June 1894, No. 8082/1554.

Your letter No. 1327 of the 9th ultimo.

The approximate cost of a temporary siding from the sand hills near the salt pans to connect with the salt siding is Rs. 1,139.

2. The approximate cost of a temporary siding along the existing foreshore to bring sand for the purposes of reclamation is Rs. 858.

In both these cases I have not charged the value of the material to be used; only 15 per cent. of the cost of it to cover wear and tear has been estimated for.

3. The approximate cost of a permanent siding from the main line to the shore end of the new pier is Rs. 9,333.

4. The approximate cost of a turn table is Rs. 2,170.

5. An engine and a train of ballast trucks can be set aside for this traffic, the cost being Rs. 9 per diem for the use of the engine and Re. 1 per diem for each ballast truck *plus* the wages of the men employed to work the engine and the value of the stores consumed.

G.O., dated 17th August 1894, No. 328, Marine.

Read—Memorandum from the Public Works Dept., dated 28th June 1894, No. 467 D.

Read—the following letter from the Presidency Port officer, dated 20th July 1894, No. 695/274 G.:—

With reference to Marine Department endorsement No. 1436, dated 14th instant, on Current No. 552, herewith returned, I have the honour to state that as the dredger "Wenlock" cannot be utilized in connection with the reclamation work, there appears to be no objection to approving the present proposals for employing railway trucks as suggested by the Superintending Engineer, VI Circle, in his letter No. 259 T.N., dated 20th June 1894, to the Chief Engineer, Public Works Department, and as the estimated amount Rs. 37,500 can be met from the Tinnevelly District Port funds, I would recommend that the sanction of Government may be obtained to place the amount at the disposal of the Public Works Department for carrying out the work.

Read—the following letter from the same officer, dated 31st July 1894, No. 163/286 G.

With respect to Marine Department memorandum No. 1502, dated 24th July 1894 (enclosures herewith returned), I have the honour to report that of the two schemes in question the reclamation work is preferable. Although the cost of this is Rs. 15,500 more than that of the pier extension shorewards, the financial position of the port warrants the expenditure, the District Port fund having had to its credit Rs. 1,63,000 on 31st March 1893.

2. In regard to the pier extension the annual cost of maintaining the additional length will have to be set against the Rs. 500 per annum for maintaining the reclamation.

3. The extra space proposed to be reclaimed is urgently required and will in course of time prove valuable as warehouse sites if not otherwise required by Government.

4. There is now no room on the beach near the pier to move goods about and during the cotton season the road is nearly blocked by cart traffic.

5. Having just returned from Tuticorin the necessity of the reclamation is very apparent to me and the scheme proposed by the Superintending Engineer is in my opinion the most suitable and I therefore request that the estimates countersigned by me may be passed and funds placed at the disposal of the Public Works Department at an early date.

Order—dated 17th August 1894, No. 328, Marine.

The reclamation scheme is approved. The papers will be transferred to the Public Works Department with the request that the work may be put in hand at once.

2. With reference to paragraph 1 of G.O., dated 2nd November 1893, No. 2794 W., and to paragraph 1 of G.O., dated 8th January 1894, No. 14 W., it is observed that as the dredger "Wenlock" is not to be used for the work of reclamation, it is desirable that this work should be carried out by the Public Works Department. The question of the percentage for establishment to be charged in the peculiar circumstances of the case will be considered in that department.

3. As the reclaimed land will be within port limits, any rent realised for its use will form a credit to the District Port fund.

4. The Government awaits a further report from the Presidency Port officer in regard to the dredger "Wenlock."

(True Extract.)

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

ORDER—dated 13th September 1894, No. 2327 W., Public Works.

The estimate, amounting to Rs. 37,500, for reclaiming the foreshore at Tuticorin near the Government Pier, is sanctioned in supersession of the estimate of Rs. 10,300 sanctioned in G.O., No. 14 W., dated 8th January 1894.

2. The work will be carried out by the Public Works Department and will be commenced at once.

3. The sum of Rs. 41,166 as shown below will be made available from Port funds under orders in the Financial Department:—

	RS.
Works ...	37,500
Establishment ...	3,441
Tools and plant ...	225
Total ...	41,166

4. The charge for establishment and tools and plant is calculated on Rs. 14,963, the remainder of the estimate being for items on which no such charge is payable.

5. This sanction has been registered as Excluded Local No. 11 W. of 1894–95 and classified as Miscellaneous Public Improvements, Original Works.

(True Extract.)

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

To the Superintending Engineer, VI Circle, with enclosures.
" Examiner, Public Works Accounts.
" Marine Department.
" Financial "

Exd. C. A. Munisawmy.
Spare Copies

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of {1894} Madras.

PUBLIC WORKS.

Dated September, 13th.

Recd.

Encl.

G.O., 13th Sept. 1894, No. 2327 W.

SEPTEMBER.

Foreshore at Tuticorin

Estimate of Rs. 37,500 for reclaiming the — near the Government Pier, sanctioned with remarks for immediate execution.

[C./16]

P. W. CURRENT No. 6332

Govt. of {18 } Madras.

To

The Public Works Department

Enclos 7 (Plan)
Recd: 24-8-94

Proceedings, dated 17 August 1894
No. 328

Subject.

Sanctioning with remarks the scheme for the reclamation of the foreshore at Tuticorin

CAW
24-8-94

OL 309

---

21. 10-19

BACK PAPERS.

C.F. 73.

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

C.F. 73.

W

DEPARTMENT.

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

~~Press~~ Miscellaneous Routine No. 2327, dated 13-9-94 193 .

Date taken out.	For what purpose.			Initials of clerk taking the paper or of attender.	Date returned.	Initials of attender.
	Department.	C. No.	Year.			
15/7/37	M.R.C. B III	7873	37		MB 9/9/37	
15/11/37	B III	14293	37		24/10/40	

24-10-19

BACK PAPERS.

G.O.	No.	Department.	Date.
526 E.		Rev	26-10-96
papers with back			
210 .		P.W	6-1-81
~~344 W.~~		~~..~~	~~9-12-97~~

Removed for P.W. file

FURTHER PAPERS.

G.O.	No.	Department.	Date.
7-140	95		

Marine (1898) **Department.**

CURRENT No. 266

E No. 140 E. dd 5-3-98

Endt

Transferred to the P. W. Department in Continuation of Endt. No. 526 E, dd 26-10-96.

(sd) S.B. [illegible]

D.S.O.

5/3/98

From The P. O. Officer

No. 137/81 G.

Dated 26—2—98

Received
Registered } 1—3—98

Enclosures

Spare copies

No. 1504 C dd 12.3-98

Forwarded to the S.E. VI Circle for early submission of plans & estimates for the works asked for by the P. O. O. The removal of the debris & the levelling of the compound should be carried out at once.

(Return requested)

(sd) W.B. [illegible]

E.W.

SUBJECT.

Requesting that the S.E., VI Circle, may be directed to plans & estimates to remedy the state of affairs in the Port Officer's bungalow at Pamban

---

No. 910 Dy 30th August 189

Government of Madras. 4 ✓

PUBLIC WORKS DEPARTMENT.

OFFICE NOTE.

From W

To R

It has been suggested that the turn-table shewn on the enclosed plan of the Tuticorin pier might be dispensed with and a curve substituted.

2. The longest radius we could conveniently

gat would be 120 feet and I believe the minimum allowed for metre gauge lines is 478 feet; but as it is presumed that locomotives are not intended to run on to the pier (they could not in any case pass the turn-table) the radius of 120 feet would seem to be ample for trucks pushed by hand; is there any objection to it, or to a smaller radius?

J

W
12/8

[illegible] 29/8/94

W.

The minimum radius curves ~~lines~~ for metre gauge is 478 feet — the rigid wheel base for goods vehicles is 10'. I think the labour of hand shunting over a 120' curve would be quite equal to that entailed in using the turntable. It appears possible to put in 2 curves of 480 feet to enable a tank engine to take 3 or 4 wagons on to the pier itself if the shore end be built to the curve as sketched

F. R.
30/8/94

The proposed plan would, I think, be a great improvement. I venture, however, to suggest that if the first new curve were started at a point further Northward, say at X, the reverse curve BA would run straight on to the pier, so that no part of the pier need be curved, while the straight BC would be considerably longer than the straight (120') now provided & so would accommodate more trucks (+ an engine) than the 4 now provided for. Not having compasses or any means of laying out curves I may be quite wrong as to this, so merely throw it out as a suggestion for disposal by the C.E.

J.S.
8/9/94

No: 2327 W. d. 13th Sept. 1894

c No: 6332

Note for orders GV

With reference to the note of the Hon: Mr. Bliss dated 8 Aug: '94 attached to Marine Dept. order No. 328 dated 17 Aug: '94 I do not recollect what answer was given on the former occasion, the original of G.O. No. 552 W dated 28 Feby: '94 with which the notes were probably recorded being at Madras.

2. But on a further examination of the plan I am not satisfied that to dispense with the turntable would be impracticable. The objection is the increased

length of pier, or of reclaimed ground which would be necessary in order to give room for a curve; the minimum radius allowed for metre gauge lines is 478 feet and a single curve of this radius could not be got in.

3. If a radius of 120 feet were admissible the line might run as shewn by the dotted blue pencil line, and the extra cost would I think be more than justified by the advantage of getting rid of the turn-table

4. With such a curve as this however —

be used any more than with the turn-table, and Mr Upcott, with whom I have discussed the matter tells me that with the ordinary South Indian trucks the extra labor of shunting them round a quadrant ~~gradient~~ of 120' radius would be almost as great as that of working the turn-table.

5. He suggests the arrangement shewn in pencil which appears to me in every respect superior to either of the others; the extra cost is small as the whole of the additional line will be on the foreshore and no extra piling will be wanted, while it allows of the use of a shunting engine to run the trucks

on to the pier, the straight
length available at the
junction of the curves
(120 feet) being enough
to take a small engine
and four trucks.

6. If this be approved
the necessary instructions
will be given to the
Supt. Engineer. The
question does not affect
the estimate under
consideration which is
that for reclaiming the
foreshore

S

5-7

W

~~[illegible]~~
[illegible]

Approved
W
6 Sep

Extract from note by the Honourable Mr.
Bliss C. I. E. d/ 8th August 1894.

The scheme is undoubtedly a good one and should be sanctioned. The only criticism I have to make on it is that I think it is a great pity that the turntable at the end of the new pier cannot be got rid of and the railway trucks be run directly on to and off the pier. I think I made this remark before in connection with $\frac{552\ W}{28-2-94}$ (vide $\frac{81\ Marine}{8-3-94}$) and received a reply which at the time appeared conclusive, but which I forget. Probably it was that the increased cost of the reclamation would be prohibitive.

(Initialled) H. W. B.

P.W. 5.1
6332/56

oly 20 June
20/
82/18

Print

From

Major O. V. Boddy. R.E.
Superintending Engineer
VI Circle

To

The Chief Engineer
P.W. Department

Sir.

Enclosures 3.
1 Estimate with Report.
1 Site plan of the new pier at Tuticorin with a section of Coral stone wall
1 Copy of S.S.R. Agent's letter to the Exe. Engr. Tinnevelly Dn. No. 8082/1554 of 1st June 1894

With reference to para 2 of Memorandum No. 1190 C dated 15th March 1894 I have the honor to forward the detailed estimate for the Reclamation of the foreshore at Tuticorin called for therein.

2. It was at first proposed to utilise the services of the dredger Wenlock on this work. Suitable boats however are not available for the transport of the dredged up stuff. Roughly made boats that would answer the purpose could be constructed at a cost of about Rupees 500 each, the dimensions of each being 50' × 12' × 3' and three

such

I have however personally ascertained

th

It is estimated that the cost of the reclamation thus carried out would be, exclusive of charges on account of the Wenlock Rupees 16,000. The work would take 4 months to complete, and as the working expenses of the Wenlock are about Rupees 2,500 per mensem, the total cost of the reclamation would come to Rupees 26,000. This sum is exclusive of what would be required for connecting the South Station Railway terminus with the pier.

4. The Presidency Port Officer however in a letter No. 163/141 C dated 16th May 1894 addressed to the Port Officer at Tuticorin has expressed himself as satisfied that the Dredger cannot be utilised for this service. It thus becomes necessary to find other means of extending the foreshore.

5. There is a Railway siding from the terminus to the salt platforms a distance of about 9 miles. Near these platforms are some sand dunes, from which sufficient stuff could be taken for the reclamation without impairing their value as a cover or screen for the platforms. It is proposed therefore to lay a siding to these dunes, convey the stuff to Tuticorin by rail, and to lay another siding along the foreshore reclamation which would be extended as the filling is progressed.

6. The delay in submission of this Estimate is due to the difficulty that has been experienced in obtaining the required information as to cost from the Railway Authorities.

7. I forward the Agent's letter on the subject, from which it will be seen that the hire of an Engine will be Rs 9 per day, and of a truck Rupee 1. and that to these charges must be added the working expenses. I have however personally ascertained

that all the charges connected with a train made up of an Engine and 25 trucks is Rs 67 per day of 12 hours and the estimate now submitted is based on that charge.

8. It is not likely that the work can ever progress fast enough to admit of more than 4 trips per day. There will be considerable difficulty at first owing to the Beach Road having to be crossed. This Road is practically the only one in Tuticorin and along it all the traffic passes. To pass 100 trucks across this Road and back again every day will occasion blocks in the traffic that will lead at least to grave inconvenience. Even when the reclamation has progressed sufficiently far for a train of 25 trucks to cross the road at once there will be I think some inconvenience felt. These trucks will have to be hauled by manual labor as it will hardly be safe to put

3

10

put the weight of an Engine on to the recently filled in stuff. Taking into consideration the delays that are sure to occur, I estimate that 120 working days will be required for the completion of the filling in.

9. The estimate for the reclamation alone comes to Rs 25,000; I have entered Rupees 1,000 as compensation for that portion of the compound in the possession of Messrs Ralli Brothers which must be acquired. The Agent South Indian Railway estimates the cost of a permanent connection between the main line and the shore end of the Pier at Rupees 11,500 including cost of turn table. The total cost therefore of the reclamation and establishing through communication is Rupees 37,500.

Ms 8081
5.8.94

10. The accepted tender of Messrs Burn & Co amounting to Rs 100,000 is

for Constructing the Pier without the provision of (Vanes) Starting at a point 140' from High water mark. If the expense of the Reclamation is considered to be too much, then the Pier must be continued shoreward for an additional 140' & I estimate that the cost of this portion of Pier would be Rupees 22000.

11. With reference to para 3 of the Memorandum under reply I have the honor to report that I estimate the probable annual cost of up-keep of the Reclamation at Rupees 500.

I have the honor to be
Sir
Your Most Obedt Servt

O W Bodley Major R.E.
Superintending Engineer
VI Circle

P. W. CURREN No. 4641

6892/94

From

The Supdt. Engineer
V circle.

To

The Chief Engineer
P. W. D

No. 2591 R.
Dated 20 } June 1894.
Despd. 20 }
Recd: 21. 6. 94

Encls: 3, 3 (1 plan)

Foreshore at Tuticorin: —
submits reliable estimate for the reclamation of the —

4
mar
5
552

Print

South Indian [illegible]
Compa[illegible] Limited —
A[illegible]ts Office
Trichinopoly 1st June 1894.

No. 8082/1554

12 5 S. P

From

The Agent,
South Indian Railway

To

The Assistant Engineer
in Charge of Tinnevelly Divn.
Tuticorin.

Sir,

Your letter No. 1327 of the 9th Ultimo.

(1) The approximate cost of a temporary siding from the sand hills near the salt pans to connect with the salt siding is Rupees 1139/-

(2) The approximate cost of a temporary siding along the existing foreshore to bring sand for the purposes of reclamation is Rupees 858/-
In both these cases I have not charged the value of the material to be used — only 15 per cent of the cost of it to cover wear & tear has been estimated for

(3). The approximate cost of a permanent siding from the main line to the shore end of the new pier is Rupees 2,333/-

(4) The approximate cost of a turntable is Rs 2170.

(5) An Engine and a train of ballast trucks can be [illegible]

for [illegible] wages. The cost being Rupees 9 per diem for the use of the Engine, and one Rupee per diem for each ballast truck, plus the wages of the men employed to work the engine, and the Value of the Stores consumed.

I have the honor to be
Sir
Your Most Obedt Servt
(Sgd) T. H. Le Messurier
For Agent

"True Copy"

O. W. Hoddy
Major R.E.
Supg Engineer, Mirch
20-6-94

[illegible]

8332

4
Mar
2
552.

Enclosure No 3 to S E 6 No $\frac{259 \text{ T.N.}}{20.6.94}$

[G/53.]
500—14-8-94.

14

Marine *Department.*

Print G.O., dated 17th Aug. 1894, No 328,

7 Pica

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read –

READ the following paper :—

Memorandum from the Public Works Department d/ 28th June I894 No 467 D.

Read. the following

Leter from the Presidency Port Officer d/ 20th July I894 No $\frac{695}{274}$ G.

With reference to Marine Department Endorsement No I436 d/ I4th instant on current No 553 herewith returned, I have the honor to state that as the Dredger "Wenlock" cannot be utilized in connection with the reclamation work, there appears to be no objection to approving the present proposals for employing Railway Trucks as suggested by the Superintending Engineer VIth Circle in his letter No 259 T.N. d/ 20th June I894 to the Chief Engineer Public Works Department and as the estimated amount Rupees (37,500) thirty seven thousand and five hundred can be met from the Tinnevelly District Port Funds, I would recommend that the sanction of Government may be obtained to place the amount at the disposal of the Public Works Department for carrying out the work.

From the same officer d/ 3Ist July I894 No $\frac{163}{286}$ G.

With respect to Marine Department Memorandum No I502 d/ 24th July I894 (enclosures herewith returned) I have the honor to report that of the two schemes in question the reclamation work is preferable. Although the cost of this is Rs.

I5,000 more than that of the pier extension shorewards the financial position of the Port warrants the expenditure, the District Port Fund having had to its credit Rs I,63,000 on 3Ist March I893.

2. In regard to the pier extension the annual costof maintaining the additional length will have to be set against the Rs 500 per annum for maintaining the reclamation.

3. The extra space proposed to be reclaimed is urgently required and will in course of time prove valuable as warehouse sites if not otherwise required by Government.

4. There is now no room on the beach near the pier to move goods about and during the cotton season the road is nearly blocked by cart traffic.

5. Having just returned from Tuticorin the necessity of the reclamation is very apparent to me and the scheme proposed by the Superintending Engineer is in my opinion the most suitable and I therefore request that the estimates countersigned by me may be passed and funds placed at the disposal of the Public Works Department at an early date.

Order d/ 17th August I894 No 338.

The reclamation scheme is approved. The papers will be tranferred to the Public Works Department with the request that the work may be put in hand at once.

2. With reference to paragraph I of G.O. d/ 2nd November I893 No 2794W and to paragraph I of G.O.d/ 8th January I894 No I4W it is observed that as the dredger "Wenlock" is not to be used for the work of reclamation it is desirable that this work should be carried out by the Public Works Department. The question of the percentage for establishment to be charged in the peculiar circumstances of the case will be considered in that department.

3. As the reclaimed land will be within port limits any rent realised for its use will form a credit to the district port fund.

4. The Government awaits a further report from the Presidency Port Officer in regard to the dredger "Wenlock."

(True Extract)
A. W. G. Shelley
Capt RE.
Under Secretary P.W.D.
for Chief Secretary.

To
The Public Works Department ✓
with plan, estimat, report and two enclosures retd.
& with extract from note by the Hon'ble Mr Bliss C.I.E.
'' Presidency Port Officer
'' Financial Department.

No: 2327 W. d/ 13 Septr. 1894 PUBLIC WORKS DEPARTMENT.

16 9

PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ the following

Letter from the Supdg. Engr., VI Circle, No. 259 TN d/ 20th June 1894

Proceedings of Govt. Marine Department No. 328 d/ 17 August 1894.

Print with the enclosure

W
6 Sep

The estimate amounting to Rs. 37,500 for reclaiming the foreshore at Tuticorin near the Government Pier is sanctioned in supersession of the estimate of Rs. 10,300 sanctioned in G. O. No: 14 W d/ 8 January 1894.

2. The work will be carried out by the P. W. Department and will be commenced at once.

3. The sum of Rs. ~~46,688~~ 41,166 as shown below will be made available from Port Funds under orders in the Financial Department.

The charge for Establishment and Tools and Plant is calculated on Rs 14,963, the remainder of the estimate being for items on which no such charge is payable -

Works	Rs. 37,500
Establishment	~~3,401~~ 3441 ~~8,625~~ 225
Tools and Plant	~~668~~
Total Rs.	~~46,688~~ ~~41,156~~ 41,166

4. This sanction has been registered as Excluded Local

No

(40—1,000—22-2-94.)

No. 11 W of 1894-95, and classified as Miscellaneous Public Improvements, Original Works.

CHM 28/1/94

3/9/94

The Hon. Mr. H. W. Bliss C.S.

—

Estimate for reclaiming the foreshore at Tuticorin

T. W.
BG

To

The S. E. VI Circle with encl.

" Examiner of P. W. Accounts

" Marine Department

" Financial Department

DESPATCHED
19 SEP. 94

The Honor... the ...
for favour of ...

CNo 6332

15-7-37 III
15-11-37 III

Govt. of {1894 Madras.
PUBLIC WORKS.

Dates

Recd. P.W. 15-9 Encl.

G.O., 13/9 1894 No. 2327W

Foreshore at Tuticorin

Estimate of Rs 37,500
r reclaiming the —
near the Govt: Pier,
anctioned with remarks
for immediate execution.

100/4

552W 19/9/94

15/9

T.C.C. 15/9