

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

READ—the following papers:—

G.O., dated 31st August 1894, Mis. No. 3400, Revenue.

Read—the following Proceedings of the Board of Revenue (Separate Revenue), dated 19th August 1894, Mis. No. 3551:—

Read—the following letter from the Consulting Architect to the Government of Madras, dated 9th August 1894, No. 1328:—

With reference to G.O. (Public Works Department), No. 686 W., dated 12th March 1894 (Revenue No. 945, Mis., dated 5th March 1894), passed on Board's Proceedings (Separate Revenue) of 8th February 1894, Mis. No. 567, I have the honour to submit herewith plan and estimate, amounting to Rs. 6,280, for proposed open iron shed to the west of the custom-house, Madras. The plan and estimate have been countersigned and returned by the Collector of Sea Customs with a request that they may be submitted to Government for sanction. I request therefore that you will be so good as to obtain the approval of the Board and submit the plan and estimate to Government for sanction.

Resolution—

Submitted for the sanction of Government with reference to G.O., Revenue Department, dated 5th March 1894, Mis. No. 945.

Order—dated 31st August 1894, Mis. No. 3400, Revenue.

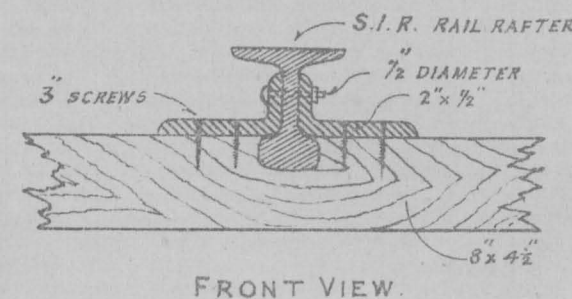
The plan and estimate are approved and will be transferred to the Public Works Department.

(True Extract.)

(Signed) E. GIBSON,
Ag. Secretary to Government.

Note by the Chief Engineer, Public Works Department.

The item of iron work has been incorrectly calculated. Allowing for this correction, the amount of the estimate will be reduced from Rs. 6,280 to Rs. 6,170.



2. The method of fixing the end of the rail rafters to the teak bressummers has not been shown in detail, nor does any provision seem to be made in the estimate for the cost of the work. Angle iron clamps and bolts, as shown in the margin, might be used at the end of each rafter. The cost would come to something like Rs. 50.

(Signed) J. PENNYCUICK, Col., R.E.,
Chief Engineer, P.W.D.

ORDER—dated 7th November 1894, No. 2824 W., Public Works.

The estimate, amounting to Rs. 6,170, as altered by the Chief Engineer, Public Works Department, for constructing an iron shed west of the Sea Customs house, Madras, is sanctioned for execution when funds are available.

2. This sanction has been registered as Provincial No. 69 W. of 1894-95 and classified as Civil Buildings, Original Works.

(True Extract.)

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

To the Consulting Architect to Government, with four enclosures.

„ Examiner, Public Works Accounts.

„ Revenue Department.

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of {1894} Madras.
PUBLIC WORKS.

Dated November, 7th.

Recd.

Encl.

G.O., 7th Nov. 1894, No. 2824 W.

NOVEMBER.

Iron Shed

Estimate of Rs. 6,170 for constructing an
— west of the Sea Customs house, Madras,
sanctioned for execution when funds are
available.

9TH FEBRUARY 1895, No. 47, MARINE.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—the following papers :—

From E. TURNER Esq., I.C.S., Chairman, Harbour Trust Board, Madras, to
the Chief Secretary to Government, dated Madras, 21st December 1894,
No. 3352.

I have the honour to submit, for the information of Government, copy of resolution No. 4 passed by the Harbour Trust Board at its meeting of 7th December, confirmed this evening, with reference to a joint passenger station for the Madras Railway Company and South Indian Railway within the Harbour Trust premises; in connection with which the Board's Secretary suggested that apart from his previous proposals for deep water docks for sea-going steamers, the question of a boat-basin to the south of the harbour—which formed part of Mr. Parkes' original scheme—should now be taken into consideration, and Mr. Pinsent has proposed that the Harbour Trustees should, in connection with such a boat-basin, provide commodious Custom-house accommodation within a walled enclosure, under the control of the Customs authorities, wherein could be provided ample facilities for the foreign import trade of the port, with low level quays, godowns, yards, and easy access for the railways.

2. The trustees appointed a committee to consider the matter; and at its first sitting the members of the committee were favoured with the presence of the Hon'ble Colonel J. Pennycuik, R.E., Chief Engineer, Public Works Department: Mr. F. R. Upcott, Consulting Engineer to Government for Railways: and also the Agents and Chief Engineers of the Madras and South Indian Railways.

3. The committee approved in principle of the suggestions made for improved railway communication and facilities for landing and shipping cargo, with ample and convenient customs accommodation; and the members were also unanimously of opinion that the question of a canal, between the Harbour and the East Coast Canal System, should be also considered in connection with these improvements. It was therefore recommended to the Board by the committee that Government should be addressed with a view to the appointment of a strong representative committee, to consider the whole question, and this recommendation the trustees unanimously approve.

4. I need not now enter into any details of the proposals made, but would merely remark that should Government approve of the principle of affording improved facilities in connection with the harbour on the lines indicated, the trustees will be prepared to take into favorable consideration any scheme which may meet with general approval. Rough estimates have been framed, and it would appear that the Trust has ample funds in hand to meet all outlay; should Government approve of surplus cash being so spent, instead of being refunded in reduction of capital debt under section 32, Act II of 1886, as lately proposed.

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 7th day of December 1894.

4. The Chairman submitted to the Board the Proceedings of the committee appointed at the meeting of the 6th November under section 37, Act II of 1886, to consider proposals regarding a joint passenger station for the Madras Railway Company and South Indian Railway

within Harbour Trust limits, also for providing improved facilities for landing and shipping cargo: and in doing so stated that the committee recommended that Government be addressed, with a view to the appointment of a strong representative committee to consider the whole question of railway communication, shipping and landing facilities, and Custom-house arrangements, together with a canal to connect the Harbour with the East Coast Canal system; but the Board had, from time to time, considered various proposals for deep water docks, jetties, quay walls, and other suggestions, which it was supposed would facilitate the landing and shipping operations carried on inside the harbour, and the trustees had ultimately arrived at the conclusion recorded in their resolution No. 4, dated 26th May 1893, that they were not prepared to consider any proposals for extensions until the harbour was completed upon the sanctioned design, with an eastern entrance. It was impossible to say when harbour construction would be completed; but should the Board adopt the recommendation of the committee and should Government upon a representation from the Board appoint a committee, it would doubtless take a considerable time for any decision to be arrived at, and any recommendations made by such a committee, as that proposed, would then have to be submitted to Government. It was therefore for the trustees now to determine whether they would abide by their decision expressed in the Board's Resolution of the 26th May 1893 to which he had previously alluded, or adopt the recommendation of their own committee.

The trustees discussed the matter at considerable length and arrived at the conclusion that a feeling undoubtedly existed amongst the mercantile community, that the time had now arrived when something might be attempted to improve matters at this port, and it would appear that as a very considerable time must elapse before any actual work could be commenced, the suggestion made by the Board's committee was a good one, and should be adopted. It was therefore resolved that the Board approves of its committee's recommendation. The Chairman is requested to address Government.

(True Extract).

HARBOUR TRUST, MADRAS,
22nd December 1894.

(Signed) C. PINSENT,
Secretary, Harbour Trust Board.

From the Hon'ble Mr. G. G. ARBUTHNOT, Chairman, Chamber of Commerce,
to the Chief Secretary to Government, dated Madras, 28th January 1895.

In the minutes of the Proceedings of a meeting of the Trustees of the Madras Harbour, held on the 7th ultimo, published in the *Fort St. George Gazette* of the 8th instant, the Chamber observes that the Trustees adopted the recommendation of the committee appointed by the Board that Government should be addressed with a view to the appointment of a strong representative committee to consider the question of railway communication within harbour limits, improved facilities for landing and shipping cargo, and Custom-house arrangements.

2. The Chamber desires to express its entire concurrence with the action of the Trustees of the harbour and its hope that Government will be pleased to sanction the appointment of such a committee.

3. There is, in the Chamber's opinion, not the slightest doubt that the present facilities for handling and mooring cargo are totally inadequate for the requirements of the trade of this port, and that the subject can only be efficiently dealt with by a thoroughly representative committee such as is suggested.

4. As an instance of the difficulty which is now experienced in disposing of cargo, the Chamber would mention that, although the Custom-house was practically empty when the S.S. *Clan Sinclair* arrived on the 20th instant, it was found impossible to store all her cargo therein, notwithstanding the fact that a large portion of the Customs yard reserved for cargo *ex* British India Steam Navigation Company, Peninsula and Oriental Steam Navigation Company and German steamers had also been utilised for the storage of cargo *ex* S.S. *Clan Sinclair*, with the result that on the night of the 21st idem a large number of bales and cases had to be left on the beach and thirty truck loads of goods on the pier trucks. If such difficulty exists when the cargo of only one medium-sized steamer is concerned, the Chamber fails to see how storage room can be found for the cargo *ex* three or four steamers arriving almost simultaneously, as will be the case early next month when the S.S. *Clan Graham*, *Clan Macintosh*, P. and O. *Simla* and a German boat will arrive on about the same day.

ORDER—dated 9th February 1895, No. 47, Marine.

As the Madras harbour is now so nearly completed, the subject of improving the means which it provides for working the trade of the port is one which should have early attention. The Government therefore cordially approves of the proposal of the Harbour Trust Board to appoint a strong representative committee to consider the whole question.

2. The following officers will be appointed to represent Government:—

The Hon'ble Col. J. Pennycuik, R.E.—*President*,
The Hon'ble Mr. A. T. Arundel, I.C.S.,
Mr. F. R. Upcott, M.I.C.E.,
The Collector of Sea Customs, Madras,

and the undermentioned bodies will be invited to nominate as members the number of gentlemen noted below, the names of those selected being intimated to Government at a very early date—

The Harbour Trust Board	..	..	..	..	..	2
„ Chamber of Commerce	..	..	..	..	..	2
„ Trades Association	..	..	..	..	..	2
„ Madras Railway Company	..	..	..	..	..	1
„ South Indian Railway Company	..	..	..	..	..	1
„ Municipal Commission	..	..	..	..	..	1
„ Kolar Gold Field Mining Board	..	..	..	..	..	1

(True Extract.)

J. F. PRICE,
Chief Secretary.

To the Hon'ble Colonel J. Pennycuik, R.E.
„ the Hon'ble Mr. A. T. Arundel, I.C.S.
„ F. R. Upcott, Esq., M.I.C.E.
„ the Collector of Sea Customs, Madras,
 through the Revenue Department.
„ the Chairman, Harbour Trust Board.
„ the „ Chamber of Commerce.
„ the „ Trades Association.
„ the Agent and Manager, Madras Railway Company.
„ the Agent, South Indian Railway Company.
„ the President, Municipal Commission,
 through the Local and Municipal Department.
„ the Chairman, Kolar Gold Field Mining Board.
„ the Revenue Department.
„ the Financial Department.
„ the Public Works Department.
„ the Presidency Port Officer.

Exd. A. Raiff.

Govt. of {1895} Madras.

MARINE.

Issued

Recd.

Encl.

G.O., 9th February 1895, No. 47.

FEBRUARY.

Madras Harbour.

Appointing a representative committee to consider the whole question of improving the means which the — provides for working the trade of the port, involving suggestions for the provision of improved railway communication, facilities for landing and shipping cargo, and ample Customs accommodation, and the construction of a canal to connect the Harbour and the East Coast canal system.

N-381 W due Feb 95

Recorded

(S. J. P.)