

Public Works Department.

From

THE CONSULTING ARCHITECT

TO THE GOVERNMENT OF MADRAS.

To

THE Chief Engineer
P. W. D.

No. 3407

Dated

15th

Despatched

February 1895.

Received

No. of ENCLOSURES. 5

Subject.

Reporting the nature of the hindrances that delayed the progress of work at the Public Ware House, by the action of the Harbour Trust Board.

11-2-95 N^o 340 W
31-1-95 N^o 225 W
7-11-94 N^o 2824 W
12-3-94 N^o 686 W

Encls 5

Recd: 16.2.95

Lo 556 W of 9 March 1895

B
Subd

Recorded with the
Recorded with the
remark that the Correspondence submitted by the Consulting Architect does not show that there was any interference on the part of the officials of the Harbour Trust Board within the area assigned to the Public Works Dept.

Cross
7/95

8/95

2.24/14/95

DESPATCHED
11 MAR. 95

To Messrs. Architects to Govt.
The only Architect to go to

With disposal

No. 3407

Office of the Consulting Architect to Govt.,
Chepauk, Madras.
15th February 1895.

From

Henry Irwin, Esq., C.I.C.,
Consulting Architect
to the Government of Madras,

To

The Chief Engineer
Public Works Department
Madras.

Sir,

Enclosures 5

Copy of
Letter from
the L.O.C. No. 1.

Sub D. No. 10332 of
14th February 1895 with
enclosure.

Letter No. 2547 of
23.10.95 from the
Chairman Harbours
Trust Board with
enclosures.

With reference to G.O. No. 3407 dated the
11th Instant, I have the honor to submit a
copy of the Sub Divisional Officer's report
and letter No. 2547 dated 23rd October 1894
from the Chairman Harbours Trust
Board with enclosure.

I have the honor to be
Sir

Your most Obedt Servant

Henry Irwin

Consulting architect to Govt.

here, and Stone and Iron brought in,
and forges erected. After the work got
into full swing, the Harbour Trust &
subordinates suddenly came down
and put out all the forges. This was
done more than once, and Stone and
Iron work was stopped and new arrange-
ments had to be made for the contin-
uance of the work. Please to see it
2547 of 23rd October from the Collector
to you. Stone and Iron were the
largest items of work in the warehouse,
and a number of forges were necessary
to push this on, but I could find no
place any where to erect these, and so
was forced to have one small one,
within the very limited site of the
warehouse itself, and to get on with
the work very slowly.

(True copy)

1165/95

1165/95

Henry Irwin
Consulting Architect to Govt.

M. I. 1895

OFFICE OF THE CONSULTING ARCHITECT
TO THE GOVERNMENT OF MADRAS,

No.

Chepak, _____ 189

COPY of a communication from the Sub Divisional Officer
in charge of Sub Division to the Consulting Architect
to Government, No. 332, dated 11th February 1895.

With reference to your No 3225 dated 2nd Instant, I have the honor to report that the first delay in the construction of the Ware house was in making over the site. The site was covered with iron ware belonging to different merchants, and though I believe that the Deputy Collector did all in his power to induce them to remove these articles quickly, it took about two months before the site was fully cleared, and finally made over to this department.

In the mean time I thought that I could collect some materials on the vacant ground around the site, but in his No 1159 of 28th June last the Secretary Harbour Trust Board refused to allow this, and his traffic manager pointed out some other land for this purpose. Sheds were erected here

very hard that I could spare for his convenience on which the rascals might stack store and work but I regret to say that on this ground which is Trust property and situated nearly a hundred yards away from the site of the warehouse the coolies and maistries in direct contravention of bye-law No 20 lit fires in a most dangerous position viz inside of a tatty shed which is quite close to the Board's new sheds also to the coal stacks and but a short distance from the shed occupied by the Ordnance Office in which is stored ammunition, shells, saltpetre, and occasion requires.

pro 82
1169/95 On noticing that a fire had been lit I immediately ordered it to be put out. As it was in contravention of the bye-law and I considered the use of a forge there not safe

HARBOUR TRUST

True copy

S. M. S. S. S.

I have
(Signed) S. M. S. S. S.
Traffic Manager
M. T. S. S.

Harbour Trust Board,

TRAFFIC DEPARTMENT,

MADRAS, 23rd October 1894

No. 1966 T

FROM

The Traffic Manager,

HARBOUR TRUST BOARD,

MADRAS.

TO

The Secretary

Harbour Trust Board

Sir,

I have the honour to acknowledge receipt of your No. 2421 T of this date forwarding letter from the Consulting Architect to Government and to report that neither I or the Subordinates of the Harbour Trust Board have in any way interfered with anyone or anything within the area made over to his department for the construction of the bonded warehouses.

I allowed the Subdivisional

Ch. H. 1169

For orders.

There does not seem to have been any wilful obstruction on the part of the Harbour Trust officials. Putting out the forge fires was, apparently, a necessary precaution.

L.P.

16 Feb 75

I think that this might be needed with a note that the C.A. does not know that the Harbour Trust officials interfered with the P.W.D. within the area assigned to the P.W.D.
 C.M. 1169

S. G.

C.M. 1169

NOTIFICATION.

Ootacamund, May 10, 1894.

No. 39.—The following bye-laws made by the Harbour Trust Board, Madras, under section 70 of Madras Act II of 1886, and approved by the Governor in Council, are published for guidance. They supersede all bye-laws made by the Board that are at present in force:—

1. Landing and shipping of cargo shall be carried on only on the days and within the hours allowed and appointed under section 72, Act VIII of 1878, or on other days and at other hours with the permission of the Collector of Sea Customs.

2. Harbour dues on goods shipped or landed, together with all cooly-hire and charges for carrying, packing and storing, and all godown rent or wharfage payable under these bye-laws, shall be charged at the rates fixed by the Board under the provisions of Act II of 1886, and such dues on all goods, whether exports or imports, shall be paid previous to the removal of goods from the Harbour premises to such person as the Board may depute to receive and grant receipts for the same. All applications for export or import of goods must be on, or accompanied by, forms approved by the Board and in use for the time being, and such forms must in all cases be correctly filled in and signed by the owner, exporter, or consignee of the goods or his agents.

3. All goods landed at the Port of Madras shall be moved from the place or places where the same may be landed, to the place or places set apart for the reception thereof, by some person or persons,—authorised in that behalf by the Board,—who shall in due course deliver the same to the consignees, upon payment by them of all costs and charges of receiving and of so moving such goods, and of delivering the same, including all costs, charges, and expenses, of counting, sorting and weighing, and other costs, charges and expenses whatsoever, incurred or payable under the directions and with the sanction of the Board.

4. All coolies or porters employed for the purpose of working cargo within the precincts of the Harbour Trust premises shall wear a distinctive badge approved by the Board; such badges will be issued daily by the Traffic Manager or his deputies, on application, and must be returned daily, all badges lost being paid for by the person to whom issued. Any person found working or attempting to work as a cooly or porter, within the Board's premises without such badge, shall be liable upon conviction before a Magistrate to a penalty not exceeding Rupees ten (Rs. 10) for each offence.

5. All necessary documents must be produced by shippers or consignees or their agents, at the time of the shipping or landing of goods, to the person or persons authorized by the Board to call for and inspect the same, whenever required by him or them.

6. Three clear days, exclusive of Sundays and Chamber of Commerce Holidays, from date of landing, will be allowed free of godown rent or wharfage, for the removal of all cargo; after which period, godown rent or wharfage as the case may be, will be charged, at the rates fixed by the Board under the provisions of Act II of 1886.

7. Coal, coke, patent fuel, timber of all descriptions and firewood shall be landed only at such place or places as may be approved by the Board for that purpose from time to time. Any person contravening this bye-law shall be liable to a penalty, upon conviction before a Magistrate, not exceeding Rupees fifty (Rs. 50) for each offence.

8. Importers or owners desiring to store cargo of the descriptions mentioned in bye-law No. 7, within the limits of the Harbour Trust premises must apply to the Secretary to the Board for such space as they may require. Such applications will be granted on such terms as the Board may approve. Wharfage will be payable for the plots so assigned at the rate fixed by the Board under the provisions of Act II of 1886. The Board, while taking all reasonable precautions to ensure the safety of property stored upon its premises, will accept no responsibility whatever in respect of such cargo as is mentioned in bye-law No. 7, from the time when the same shall have been placed or stored on such plot or plots, and such cargo shall from that time remain at the sole risk of the consignees or owners, who shall however be entitled to employ such servants or others as they may consider necessary for the due protection of such cargo.

Done
1165/95

9. Timber or firewood shall not be discharged from any vessel lying inside the Harbour, except into boats or lighters, without the special sanction of the Deputy Port Conservator, previously obtained. Any person contravening this bye-law shall be liable to a penalty, upon conviction before a Magistrate, not exceeding Rupees fifty (Rs. 50) for each offence.

10. Whoever deposits goods within the Harbour premises, except at such place or places as may be set apart for the purpose by the Harbour Trust Board, shall be liable, on conviction before a Magistrate, to a fine not exceeding Rupees twenty (Rs. 20).

11. Excepting ships' boats, no boat, lighter, raft, catamaran, or other vessel whatsoever used for the conveyance by water of human beings or property, will be allowed to approach or lie alongside of the beach, or any wharf, pier, jetty or dock within the limits of the Harbour premises, without a license from the Harbour Trust Board in that behalf. Any person instrumental in contravening this bye-law shall be liable to a penalty, upon conviction before a Magistrate, not exceeding Rupees twenty (Rs. 20) for each offence. Applications for such licenses shall be made to the Secretary of the Board.

12. Every person being a tindal or a member of the crew of any boat or other craft who shall fail to keep such boat or other craft clear of the Pier ladders shall be liable, upon conviction before a Magistrate, to a penalty not exceeding Rupees twenty (Rs. 20) for each offence.

13. No boats, lighters, or rafts will be permitted to lie alongside of, or make fast to, the Pier, wharves or jetties, except when loading or unloading, or for the purpose of taking off or landing passengers or baggage. Every person infringing this bye-law shall be liable to a penalty, upon conviction before a Magistrate, not exceeding Rupees twenty (Rs. 20) for each offence.

14. Tindals and the men composing the crews must remain in their respective boats and lighters when alongside the Pier, wharves or jetties, and must obey the orders and directions of the Traffic Manager or his Deputy, under a penalty, upon conviction before a Magistrate, not exceeding Rupees twenty (Rs. 20) for each offence.

15. Mooring buoys will be provided and maintained off the Pier, and Tindals and the men composing the crews of all boats, lighters, and other craft, must make fast their craft thereto when ordered to do so by the Traffic Manager or his Deputy, and not approach the wharves, jetties or the Pier, until permitted to do so, under a penalty, upon conviction before a Magistrate, not exceeding Rupees twenty (Rs. 20) for each offence.

16. Lighters, boats, and rafts, must be securely moored at a distance of not less than one hundred yards from the Pier, when afloat and unemployed. They will not be permitted to make use of the Harbour Trust mooring buoys around the Pier, except with the permission and under the direction of the Traffic Manager or his Deputy. Any person instrumental in contravening this bye-law shall be liable to a penalty, upon conviction before a Magistrate, not exceeding Rupees twenty (Rs. 20) for each offence.

17. No lighters, boats, or other craft, shall be brought ashore or beached for the purpose of repair except at such place or places as may be assigned and pointed out by the Traffic Manager or his Deputy for that purpose. Any person contravening this bye-law shall be liable to a penalty, upon conviction before a Magistrate, not exceeding Rupees twenty (Rs. 20) for each offence.

18. The public will not be admitted to the Harbour Trust premises when Traffic or work is going on; at such times those persons only who have business to transact will be admitted. Certain sites will from time to time be set apart as occasion may require, by order of the Chairman at his discretion, to enable boatmen or coolies, to obtain their food, and all persons bringing such food will be restricted to these sites, and the pathways leading thereto and therefrom, which will be indicated by notice boards.

19. Any person found trespassing upon the Harbour premises in the vicinity of cargo which is being landed or shipped or which is stored therein or thereon shall, on conviction before a Magistrate, be liable to a penalty not exceeding Rupees twenty (Rs. 20).

20. Any person kindling or making use of fire or naked lights, without permission previously obtained from the Secretary or Traffic Manager, on the Pier or jetties, or in any godown or enclosure or open space used for the time being for the storage of goods within the precincts of the Harbour premises, shall, on conviction before a Magistrate, be liable to a fine not exceeding Rupees one hundred (Rs. 100) for each offence. Any employé of the Harbour Trust Board is empowered to put out such fire or naked lights. Any person smoking in or near any godown or enclosure used for the storage of cargo shall be deemed to have infringed this bye-law.

21. No package containing gunpowder or other explosive shall be landed within the limits of the Port of Madras without permission first obtained from the Collector of Sea Customs and from the Chairman, Harbour Trust Board, or in his absence from the Secretary of the Board; and in the landing or shipping thereof all rules or directions from time to time made or given by the Board, or by the Chairman, or Secretary, to ensure safety, shall be rigidly adhered to and observed; any person contravening this bye-law shall be liable to a penalty, upon conviction before a Magistrate, not exceeding Rupees one hundred (Rs. 100) for each offence.

22. All prosecutions, under the provisions of these bye-laws, shall be instituted by, or by order of, the Chairman of the Harbour Trust Board.

J. F. PRICE,
Chief Secretary.



Madras Harbour Trust,

23rd October 1894

No. 2547

From

Edward Turner Esq. D.L.S.
CHAIRMAN, HARBOUR TRUST BOARD,
MADRAS.

To

The Consulting Architect
to Government
Madras

SIR,

I have the honor to acknowledge the receipt of your endorsement No 2164 dated 22nd instant and to forward for your information copy of a letter from the Board's Traffic Manager No 1966 of this date from which you will observe that you are in error in supposing that the fire to which you allude was kindled upon ground made over to you for the erection of the public bonded warehouse.

No 1913 G.

Copy forwarded to the Left.

Engineers North Sub Division for information and necessary action with reference to this office No 1737 G. dated 16th June 1894.

/s/ E Turner
Collector of Sea Customs.

(True Copy)

Henry Irvine

Consulting Architect
to Govt.

No 2-5
1165/95

2. The Board's Secretary, with my approval, and at the request of the Dy Collector of Sea Customs, permitted the workmen engaged in the erection of the building to temporarily occupy grounds belonging to the Harbor Trust Board, for the convenience of your Department and to facilitate the work, and upon this ground within Harbor Trust premises masons, blacksmiths and others have been at work since building operations were commenced. Several bamboo sheds thatched with leaves have also been erected for their accommodation.

3. Within one of these sheds the forge fire was kindled, and twice extinguished by order of the Traffic Manager, under bye-law No. 20 - Copy of which I enclose for your

information.

information - and as, to kindle a fire in such a place, within Harbor premises, is a very dangerous proceeding, being in close proximity to other thatched sheds, coal, saltpetre and ammunition, I request that you will instruct your subordinates that such use of fire by them is prohibited, under the above quoted bye-law, and cannot be permitted.

I have the honor to be
Sir
Your obedt. servant

Simp.

E. J. L. L.
Chairman
Harbor Trust Board

No 1159

Madras Harbour Trust

Secretary's Office.

28th June 1894

From

The Secretary

Harbour Trust Board.

Madras.

To

The Deputy Collector of
Sea Customs Madras.

Sir

Will you kindly arrange with
the Public Works Department to remove
at once the broken granite chips which
have been deposited in the roadway
leading to the iron yard and Export
Shed No 2 as this road is in constant
use and must not be blocked.

2 If space is required for the
storage of building materials I shall
be happy to arrange to give every
facility possible, and if the Engineer
will inform the Traffic Manager
what space he requires it will be
placed at his disposal as far as
circumstances and the requirement
of cargo landed and shipped will
permit.

(True Copy) W. C. Vincent

Secy to H. B. Board.

Robert Hill Architect