

Minute L.C. No. 484 of 28.10.87
B. No 30294 of 10-11.87.

(57) P.W. Cuo. 7397

Govt. of 1888 Madras.

MARINE.

13. S. C.

Issued.

Recd. 27.7.88.

Encl.

G.O., 10th July 1888, No. 320.

No 4360 W d/s 28 August 1888

JULY.

Harbour Trust Board.

Passing orders appointing a committee to consider and report on certain proposals of the—
regarding the re-alignment of their construction
railway line and the construction of a series of
tramway lines.

A. E. V. C. C. C. C.
B. S. 34. VII
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Dated 3.8.88.

2 copies to only
With order.

10TH JULY 1888, No. 320, MARINE.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—the following papers:—

From R. W. BARLOW, Esq., C.S., Chairman, Harbour Trust Board, Madras,
to the Chief Secretary to Government, dated Madras, 6th June 1888,
No. 858.

I have the honor to submit herewith, for the information and orders of Govern-
ment, a tracing (to be returned) showing a proposed re-alignment of the original
Harbour Works construction line, which runs along the east side of the Beach road.

2. As at present laid, it encroaches upon the municipal roadway, and the
trustees have been called upon by the President of the Municipal Commission to
remove the line to within the limits of their property as defined in Act II of 1886.

3. This the trustees are willing to do—vide copy of resolution passed at last
night's meeting enclosed—but north of the pier this will necessitate encroachment on
the spaces reserved for the Protector of Emigrants, and the Police Department, by
Schedule A of Act II of 1886. I have therefore to request the sanction of Government
to comply with the demand of the Municipality that the line shall be moved clear of
their roadway. This will entail the removal of the west walls of the Deputy Com-
missioner's office compound, and of the old Custom-house iron yard (now emigration
yard), and curtailment of these premises, as shown in the tracing.

4. Connected papers (originals to be returned) are submitted for reference if
necessary.

ENCLOSURE.

EXTRACT of Proceedings of the Trustees of the Harbour of Madras at a meeting held at the
offices of the Board on Tuesday, the 5th day of June 1888.

4. Read correspondence between the Chairman and Engineer, Harbour Trust Board,
regarding alleged encroachment of the Harbour Works construction line upon the beach, and
examined plan showing the proposed re-alignment.

Read minutes by Captain H. A. Street, Captain W. L. C. Baddeley, R. E., and the
Chairman.

Resolution.—Resolved that the diversion of the Harbour Works construction line as shown
in the plan be approved, and that the Chairman be invited to address Government.

From R. W. BARLOW, Esq., Collector of Sea Customs, &c., to the Chief
Secretary to Government, dated Madras, 19th June 1888, No. 2080.

I have the honor to acknowledge the receipt of Current No. 490, dated the 16th
instant, and, in reply, to observe that I see no objection to the proposal of the
Chairman, Harbour Trust Board, being carried out; the necessity is, I believe, a public
one, as the Municipality cannot lay down their proposed tramway, the road being

Trans. G. O. No. 484 of 28-10-87
D. No 30294 of 10-11-87.

57 P.W. Cus. 7397

Govt. of 1888 Madras.

MARINE.

No 2360 w/d/s of 10-11-87

Recorded
11/11/87

Issued
20/7/88

B. S. C.

Issued.

Recd. 27.7.88.

Encl.

G.O., 10th July 1888, No. 320.

No 2360 w/d/s of 10-11-87

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trustees have been called upon by the President of the Municipal Commission to
remove the line to within the limits of their property as defined in Act II of 1886.

3. This the trustees are willing to do—*vide* copy of resolution passed at last
night's meeting enclosed—but north of the pier this will necessitate encroachment on
the spaces reserved for the Protector of Emigrants, and the Police Department, by
Schedule A of Act II of 1886. I have therefore to request the sanction of Government
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their roadway. This will entail the removal of the west walls of the Deputy Com-
missioner's office compound, and of the old Custom-house iron yard (now emigration
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Read minutes by Captain H. A. Street, Captain W. L. C. Baddeley, R. E., and the
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Chairman, Harbour Trust Board, being carried out; the necessity is, I believe, a public
one, as the Municipality cannot lay down their proposed tramway, the road being

narrow at the spots, without interfering with the harbour construction line, which again cannot be moved eastwards without encroaching on the Custom-house iron (now emigration) yard.

2. The carrying out of the proposal will involve the western wall of this yard being knocked down and re-erected a few yards to the east, while certain small godowns, three in number, abutting on it, not shown in the Plan B, and two latrines, will have to be removed altogether.

3. I presume all this will be done, if the Government sanction the proposal, at the expense of the Harbour Trust Board. There will be ample space left for the accommodation of emigrants, for which the yard is now used. The two small latrines, utilised temporarily by emigrants when embarking and disembarking, should be re-erected by the Harbour Trust Board in such manner as may be directed by Government. The small godowns are not used for either emigration or Custom-house purposes, though, I should add, they are just now occupied by the Ordnance and the Public Works departments, to whom they were made over temporarily by me, as Protector, when they had recently to vacate certain accommodation urgently required by the Trust for the pilots, which they had in a building at the inner end of the pier, which had become Trust property under Act II of 1886. From inquiries I have made in the Harbour Trust Department, however, I find that I can, as Chairman, give these departments suitable accommodation in lieu in the Northern Harbour shed, till the general system of harbour improvements and tramway has been carried out.

From Colonel T. WELDON, Commissioner of Police, Madras, to the Chief Secretary to Government, dated Madras, 25th June 1888, No. 45.

I have the honor to return the original papers, relative to a re-alignment of the harbour works construction railway, referred to me for remarks by endorsement dated 16th June 1888.

2. The situation appears to be, that the Municipality, after nearly 13 years' acquiescence, now object to the encroachment of the harbour works railway on municipal land. To remedy this the Harbour Trust Board propose, not only to encroach on Government land, but to demolish Government buildings to enable them to do so. That is, both the Harbour Trust and the Municipality desire to relieve the former by imposing on Government all the inconvenience resulting from the original encroachment permitted by the latter.

3. The proposed re-alignment of this temporary railway will bring it within ten feet of the main building of the Deputy Commissioner's office. As it is, when heavy loads are passing, the vibration is great, and, if the line be brought closer, may be dangerous. Even the present situation of the line involves considerable risk to persons entering and leaving the building, which is a police station as well as the Deputy Commissioner's office.

4. The harbour construction railway is, admittedly, a temporary line, and, seeing that it has been nearly 13 years in work, the necessity for its continuance as a construction line must be approaching termination; therefore any re-adjustment of its position should, I submit, be without prejudice to permanent buildings occupied by other departments, and the object of any move should be to get the line as near as possible to the work it assists. If it be intended to retain the railway for the purposes of the completed harbour, then advantage should be taken of the railway for the move to establish it in a position where it can better serve the pier and the proposed warehouses which now exist—and which doubtless will be added to—the various property of the Harbour Trust east of their present boundary.

5. The questions naturally arise—Is it necessary that this construction railway should run on the west side of the buildings referred to? Is it advisable it should do so even in the interests of the Harbour Works or Harbour Trust? As it is possible that Mr. Barlow may feel some difficulty in reconciling the conflicting interests he

represents in his triple capacity of Chairman of the Harbour Trust Board, Collector of Madras, and Protector of Emigrants, I may, with all deference to his undoubted desire to be impartial, respectfully suggest that, before sanctioning the destruction and permanent disfigurement of their properties, the Government should obtain some independent professional opinion on what appears, to my lay mind, a simple solution of the problem, namely, to carry the diversion of the line west of the Harbour Dues office, and so bring it behind, instead of in front of, all the buildings now jeopardized. By doing this a grave danger to the public, owing to the passage of locomotives close to a public road, will be avoided; the Harbour Trust will have the line entirely on their own property; and the new line will pass close to the two large warehouses and the export shed now existing, and can also serve others to be constructed hereafter.

From R. W. BARLOW, Esq., C. S., Chairman, Harbour Trust Board, to the Chief Secretary to Government, dated Madras, 18th June 1888, No. 1023.

I have the honor to forward, for the information of Government, copy of a resolution of the Harbour Trust Board passed at their meeting held on the 8th March 1888, and in accordance therewith to forward the accompanying tracing and to offer the following remarks. I waited, before addressing Government, till the Engineer and the Municipal Vice-President had come to an understanding regarding the re-alignment of the harbour construction line (*vide* my No. 858, dated 6th June), as I was not sure that this question might not affect the direction of the general system of tramways.

2. It will be observed from the plan that the main features of the scheme are—
 - (a) A series of tramways, running north from the pier, providing connections between it and the Madras Railway premises, for which purpose the line is to be extended northwards to the Company's General Stores yard; the existing lines across the municipal road being brought into communication with the Harbour Trust line by turntables opposite the Stores and the Railway Engineer's yards.
 - (b) A second series of tramways running south, connecting the lines of the South Indian Railway, and serving cranes erected at convenient spots, for unloading heavy weights, which cannot be handled by cooly labor.
 - (c) Godowns erected alongside of both series of tramways, and at the shore end of the pier, to provide accommodation and facilities for handling general import and export cargo. The plan shows only two (Item IV), which are all that are included in the present estimate submitted herewith for the approval and sanction of Government under section 64 of Act II of 1886; they will, however, be extended alongside the tramways, a second line of buildings being further erected, if found necessary, parallel with the first, and will include godowns for storage in bond and under warrant, as is done in Bombay.

3. In my No. 858, above quoted, I reported to Government the advisability, should they so permit, of curtailing the old Custom-house iron yard (emigration yard) as well as the compound of the new Deputy Police Commissioner's office, so as to admit of the line being carried to the east of the Beach road outside municipal limits; the rest of the harbour line, from Messrs. Arbuthnot and Co. north, can be brought within harbour limits without encroaching on other property, but it is impossible to do so at these two places; and I may conveniently mention here that the Trust are of opinion that the old iron yard might very well be made over by Government to the Board, who would undertake to provide similar accommodation and sheds elsewhere on their property, for emigrants embarking and returning, at a spot quite as convenient as regards the boats. The utility of this yard to the Trust would be enormous, situated as it is near the shore end of the pier where all the tramways divide, and it would be specially convenient for goods-sheds, office, or bonded warehouses. I hope Government may see fit to take this into consideration. They would be conferring a

great boon on the Board without any loss to the State, for the emigrants would be equally, if not better, provided for elsewhere, while the yard is of no use to the Custom House, and Government are aware that a large space is available within the Custom House itself—which is temporarily made over to the Trust—and which could be utilized on any sudden call for further accommodation arising from re-imposition of the tariff, or like contingency.

4. There is another very important point connected with this subject. The Board, as at present constituted, do not approve of the arrangement come to between the late Board and the various Military departments (*vide* G.O., Marine, No. 484, dated 28th October 1887), under which the latter were to have certain spaces allotted, on which they were to erect their own storehouses, though the present Trust are prepared to meet these departments on even more liberal terms. The late Trust stipulated that military buildings should be in unison with the general design of the Trust's warehouses, but the present Board are strongly of opinion that all buildings within the arms of the harbour should be erected by them on one general design and at their own expense—subject, of course, to the approval of Government, and to the necessary accommodation in full being rented to the departments at such rates as may be agreed on. I am requested to ask the early orders of Government on this point. I need scarcely add that, in case of any sudden State emergency, like the recent Burma war, the Trust would be prepared to place the whole of their premises, if necessary, at the disposal of Government without any charge beyond the ordinary dues.

ENCLOSURES.

EXTRACT of Proceedings of the Trustees of the Harbour of Madras, at a meeting held at the offices of the Board on Thursday, the 8th day of March 1888.

2.

Read again correspondence and proceedings in reference to military requirements within the arms of the harbour.

Resolution.—Resolved that the Chairman be invited to address Government.

Examined again plans and estimates, and read again correspondence in reference to proposed beach improvements.

Read minutes by Messrs. G. L. Chambers, J. McLintock, J. R. Hunter, Captain W. L. C. Baddeley, R.E., Captain H. A. Street, Indian Marine, and the Chairman.

Resolution.—Resolved that the sketch plan of suggested improvements drawn up by Captain Street and the Secretary be approved, and that it be forwarded to the Engineer as a general guide upon which to prepare working drawings and an estimate for submission to the Board. The Chairman is invited to address him on the subject, and also to submit to Government the views of the Trust in reference to the space now reserved for the use of the Emigration Department and Deputy Commissioner of Police.

ESTIMATE called for in Resolution of Board, dated 8th March 1888, for proposals indicated roughly on sketch plan.

I.—Work to south of Iron Pier—	RS.	A.	P.	RS.	A.	P.
5,145 cubic yards laterite topping at Rs. 2	10,290	0	0			
4,263 do. of sand embankment at 6 annas.	1,598	10	0			
648 do. tailing out of slope at 6 annas	243	0	0			
260 tons pitching slopes of embankment at Rs. 2 per ton	520	0	0			
	12,651	10	0			
Add 10 per cent. for contingencies and superintendence	1,265	2	7			
Total	13,916	12	7			
				13,916	12	7

II.—Railways—

	RS.	A.	P.	RS.	A.	P.
915 running feet Line A broad gauge at Rs. 2-10-0.	2,401	14	0			
618 do. Line B " at " 2-10-0.	1,622	4	0			
3 sets points and crossings at Rs. 128	384	0	0			
	4,408	2	0			
Add 10 per cent. for contingencies and superintendence	440	13	0			
Total	4,848	15	0	18,765	11	7

III.—1. Corrugated iron shed with platform 114' x 40' ..	3,512	0	0			
Add 10 per cent. for contingencies and superintendence	351	3	2			
Total	3,863	3	2	22,628	14	9

IV.—2. Masonry sheds without platform at Rs. 9,740 ..	19,480	0	0			
Add 10 per cent. for contingencies and superintendence	1,948	0	0			
Total	21,428	0	0	44,056	14	9

V.—Add separately for Line A—						
641 running feet at Rs. 2-10-0	1,682	10	0			
1 set of points and crossings	128	0	0			
	1,810	10	0			
Add 10 per cent. for contingencies and superintendence	181	1	0			
Total	1,991	11	0	46,048	9	9

VI.—Work north of Iron Pier—						
1,901 cubic yards laterite topping 1' deep at Rs. 2.	3,802	0	0			
474 do. sand embankment at 6 annas ..	177	12	0			
252 do. tailing out of slope at 6 annas ..	94	8	0			
260 tons pitching slopes of embankment at Rs. 2.	520	0	0			
	4,594	4	0			
Add 10 per cent. for contingencies and superintendence	459	6	10			
Total	5,053	10	10	51,102	4	7

VII.—Railways—						
Line D from Iron Pier—						
1,600 to our line at Rs. 2-10-0	4,200	0	0			
Line E from turn-table to north of 10-ton crane—						
565 lineal feet at Rs. 2-10-0	1,483	2	0			
740 lineal feet from boat-shed north at Rs. 2-10-0.	1,942	8	0			
2 sets South Indian Railway points and crossings at Rs. 128	256	0	0			
1 set points and crossings of our own	185	0	0			
3 large turn-tables at Rs. 700	2,100	0	0			
1 corrugated shed with platform 114' x 40' ..	3,512	0	0			
	13,678	10	0			
Add 10 per cent. for contingencies and superintendence	1,367	13	10			
	15,046	7	10			

Grand Total .. 66,148 12 5

MADRAS,
30th April 1888.

(Signed) F. N. THOROWGOOD,
Engineer, Harbour Trust Board.

From R. W. BARLOW, Esq., C.S., Chairman, Harbour Trust Board, Madras, to the Chief Secretary to Government, dated Madras, 20th June 1888, No. 1056.

In continuation of my letter, No. 1023, dated 18th instant, I have the honor to forward herewith, for the information and orders of Government, copy of a further resolution passed by the Harbour Trust Board at their meeting last evening, in reference to the office of the Deputy Commissioner of Police.

2. The Trust have no option but to ask permission to break down the wall and curtail the compound, and should the Commissioner of Police consider that this would interfere with his occupation of the building, the Trust are quite willing to purchase it at a fair valuation; indeed, they would, under any circumstances, be glad to obtain possession of this building, as it is most conveniently situated for harbour purposes; whereas the police could easily be accommodated elsewhere.

ENCLOSURE.

EXTRACT of Proceedings of the Trustees of the Harbour of Madras at meeting held at the Offices of the Board on Tuesday, the 19th day of June 1888.

2. Read note by Chairman in reference to that portion of the Board's Resolution, No. 2-C., dated 8th March, having reference to the office of the Deputy Commissioner of Police.

Resolution.—Resolved that the Chairman be invited to ask Government whether they would be disposed to sell the office of the Deputy Commissioner of Police to the Trust, and, if so, at what price.

ORDER—dated 10th July 1888, No. 320, Marine.

The papers read above relate to the following proposals made by the Harbour Trust Board:—

- (a) The re-alignment of their construction railway line, which at present falls partly within municipal limits.
- (b) The acquisition from Government for that purpose of the office of the Deputy Commissioner of Police and the emigration yard.
- (c) The construction of a series of tramways to run north and south of the pier towards the Madras Railway on one side and the South Indian Railway on the other.
- (d) The immediate erection of two godowns, for import and export cargo, by the shore end of the pier, and the ultimate construction of others along the proposed tramway lines.

2. The Government resolve to refer these matters for consideration and report (after personal inspection) to a committee composed of the following officers:—

- The Chief Engineer, Public Works Department;
- „ Consulting Engineer for Railways;
- „ Chairman, Harbour Trust Board;
- „ Commissioner of Police, Madras;
- „ Port Officer, Madras;
- „ President, Madras Municipal Commission; and
- „ Commissary-General.

3. If the committee find it necessary to modify the decision come to in G.O., 28th October 1887, No. 484, regarding the allotment of sites within harbour limits to

the various Military departments, they should arrange to meet and discuss matters with the Military officers who attended the conference of the 12th February 1887, the decisions of which were approved in the Government Order above cited.

(True Extract.)

J. F. PRICE,
Ag. Chief Secretary.

To the Chairman, Harbour Trust Board, with plan and enclosures returned.

- „ Port Officer, Madras.
- „ Other officers mentioned in paragraph 2.
- „ Public Works Department.
- „ Military Department.

Exd. A. Raiff.

Gobt. of 1888 Madras.

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3. This the trustees are willing to do—*vide* copy of resolution passed at last night's meeting enclosed—but north of the pier this will necessitate encroachment on the spaces reserved for the Protector of Emigrants, and the Police Department, by Schedule A of Act II of 1886. I have therefore to request the sanction of Government to comply with the demand of the Municipality that the line shall be moved clear of their roadway. This will entail the removal of the west walls of the Deputy Commissioner's office compound, and of the old Custom-house iron yard (now emigration yard), and curtailment of these premises, as shown in the tracing.

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Read minutes by Captain H. A. Street, Captain W. L. C. Baddeley, R. E., and the Chairman.

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narrow at the spots, without interfering with the harbour construction line, which again cannot be moved eastwards without encroaching on the Custom-house iron (now emigration) yard.

2. The carrying out of the proposal will involve the western wall of this yard being knocked down and re-erected a few yards to the east, while certain small godowns, three in number, abutting on it, not shown in the Plan B, and two latrines, will have to be removed altogether.

3. I presume all this will be done, if the Government sanction the proposal, at the expense of the Harbour Trust Board. There will be ample space left for the accommodation of emigrants, for which the yard is now used. The two small latrines, utilised temporarily by emigrants when embarking and disembarking, should be re-erected by the Harbour Trust Board in such manner as may be directed by Government. The small godowns are not used for either emigration or Custom-house purposes, though, I should add, they are just now occupied by the Ordnance and the Public Works departments, to whom they were made over temporarily by me, as Protector, when they had recently to vacate certain accommodation urgently required by the Trust for the pilots, which they had in a building at the inner end of the pier, which had become Trust property under Act II of 1886. From inquiries I have made in the Harbour Trust Department, however, I find that I can, as Chairman, give these departments suitable accommodation in lieu in the Northern Harbour shed, till the general system of harbour improvements and tramway has been carried out.

From Colonel T. WELDON, Commissioner of Police, Madras, to the Chief Secretary to Government, dated Madras, 25th June 1888, No. 45.

I have the honor to return the original papers, relative to a re-alignment of the harbour works construction railway, referred to me for remarks by endorsement dated 16th June 1888.

2. The situation appears to be, that the Municipality, after nearly 13 years' acquiescence, now object to the encroachment of the harbour works railway on municipal land. To remedy this the Harbour Trust Board propose, not only to encroach on Government land, but to demolish Government buildings to enable them to do so. That is, both the Harbour Trust and the Municipality desire to relieve the former by imposing on Government all the inconvenience resulting from the original encroachment permitted by the latter.

3. The proposed re-alignment of this temporary railway will bring it within ten feet of the main building of the Deputy Commissioner's office. As it is, when heavy loads are passing, the vibration is great, and, if the line be brought closer, may be dangerous. Even the present situation of the line involves considerable risk to persons entering and leaving the building, which is a police station as well as the Deputy Commissioner's office.

4. The harbour construction railway is, admittedly, a temporary line, and, seeing that it has been nearly 13 years in work, the necessity for its continuance as a construction line must be approaching termination; therefore any re-adjustment of its position should, I submit, be without prejudice to permanent buildings occupied by other departments, and the object of any move should be to get the line as near as possible to the work it assists. If it be intended to retain the railway for the purposes of the completed harbour, then advantage should be taken of the proposed move to establish it in a position where it can better serve the pier and the various warehouses which now exist—and which doubtless will be added to—on the fine property of the Harbour Trust east of their present boundary.

5. The questions naturally arise—Is it necessary that this construction railway should run on the west side of the buildings referred to? Is it advisable it should do so even in the interests of the Harbour Works or Harbour Trust? As it is possible that Mr. Barlow may feel some difficulty in reconciling the conflicting interests he

represents in his triple capacity of Chairman of the Harbour Trust Board, Collector of Madras, and Protector of Emigrants, I may, with all deference to his undoubted desire to be impartial, respectfully suggest that, before sanctioning the destruction and permanent disfigurement of their properties, the Government should obtain some independent professional opinion on what appears, to my lay mind, a simple solution of the problem, namely, to carry the diversion of the line *west* of the Harbour Dues office, and so bring it behind, instead of in front of, all the buildings now jeopardized. By doing this a grave danger to the public, owing to the passage of locomotives close to a public road, will be avoided; the Harbour Trust will have the line entirely on their own property; and the new line will pass close to the two large warehouses and the export shed now existing, and can also serve others to be constructed hereafter.

From R. W. BARLOW, Esq., C. S., Chairman, Harbour Trust Board, to the Chief Secretary to Government, dated Madras, 18th June 1888, No. 1023.

I have the honor to forward, for the information of Government, copy of a resolution of the Harbour Trust Board passed at their meeting held on the 8th March 1888, and in accordance therewith to forward the accompanying tracing and to offer the following remarks. I waited, before addressing Government, till the Engineer and the Municipal Vice-President had come to an understanding regarding the re-alignment of the harbour construction line (*vide* my No. 858, dated 6th June), as I was not sure that this question might not affect the direction of the general system of tramways.

2. It will be observed from the plan that the main features of the scheme are—

- (a) A series of tramways, running north from the pier, providing connections between it and the Madras Railway premises, for which purpose the line is to be extended northwards to the Company's General Stores yard, the existing lines across the municipal road being brought into communication with the Harbour Trust line by turntables opposite the Stores and the Railway Engineer's yards.
- (b) A second series of tramways running south, connecting the lines of the South Indian Railway, and serving cranes erected at convenient spots, for unloading heavy weights, which cannot be handled by cooly labor.
- (c) Godowns erected alongside of both series of tramways, and at the shore end of the pier, to provide accommodation and facilities for handling general import and export cargo. The plan shows only two (Item IV), which are all that are included in the present estimate submitted herewith for the approval and sanction of Government under section 64 of Act II of 1886; they will, however, be extended alongside the tramways, a second line of buildings being further erected, if found necessary, parallel with the first, and will include godowns for storage in bond and under warrant, as is done in Bombay.

3. In my No. 858, above quoted, I reported to Government the advisability, should they so permit, of curtailing the old Custom-house iron yard (emigration yard) as well as the compound of the new Deputy Police Commissioner's office, so as to admit of the line being carried to the east of the Beach road outside municipal limits: the rest of the harbour line, from Messrs. Arbuthnot and Co. north, can be brought within harbour limits without encroaching on other property, but it is impossible to do so at these two places; and I may conveniently mention here that the Trust are of opinion that the old iron yard might very well be made over by Government to the Board, who would undertake to provide similar accommodation and sheds elsewhere on their property, for emigrants embarking and returning, at a spot quite as convenient as regards the boats. The utility of this yard to the Trust would be enormous, situated as it is near the shore end of the pier where all the tramways divide, and it would be specially convenient for goods-sheds, office, or bonded warehouses. I hope Government may see fit to take this into consideration. They would be conferring a

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great boon on the Board without any loss to the State, for the emigrants would be equally, if not better, provided for elsewhere, while the yard is of no use to the Custom House, and Government are aware that a large space is available within the Custom House itself—which is temporarily made over to the Trust—and which could be utilized on any sudden call for further accommodation arising from re-imposition of the tariff, or like contingency.

4. There is another very important point connected with this subject. The Board, as at present constituted, do not approve of the arrangement come to between the late Board and the various Military departments (*vide* G.O., Marine, No. 484, dated 28th October 1887), under which the latter were to have certain spaces allotted, on which they were to erect their own storehouses, though the present Trust are prepared to meet these departments on even more liberal terms. The late Trust stipulated that military buildings should be in unison with the general design of the Trust's warehouses, but the present Board are strongly of opinion that all buildings within the arms of the harbour should be erected by them on one general design and at their own expense—subject, of course, to the approval of Government, and to the necessary accommodation in full being rented to the departments at such rates as may be agreed on. I am requested to ask the early orders of Government on this point. I need scarcely add that, in case of any sudden State emergency, like the recent Burma war, the Trust would be prepared to place the whole of their premises, if necessary, at the disposal of Government without any charge beyond the ordinary dues.

ENCLOSURES.

EXTRACT of Proceedings of the Trustees of the Harbour of Madras, at a meeting held at the offices of the Board on Thursday, the 8th day of March 1888.

2.

Read again correspondence and proceedings in reference to military requirements within the arms of the harbour.

Resolution.—Resolved that the Chairman be invited to address Government.

Examined again plans and estimates, and read again correspondence in reference to proposed beach improvements.

Read minutes by Messrs. G. L. Chambers, J. McLintock, J. R. Hunter, Captain W. L. C. Baddeley, R.E., Captain H. A. Street, Indian Marine, and the Chairman.

Resolution.—Resolved that the sketch plan of suggested improvements drawn up by Captain Street and the Secretary be approved, and that it be forwarded to the Engineer as a general guide upon which to prepare working drawings and an estimate for submission to the Board. The Chairman is invited to address him on the subject, and also to submit to Government the views of the Trust in reference to the space now reserved for the use of the Emigration Department and Deputy Commissioner of Police.

ESTIMATE called for in Resolution of Board, dated 8th March 1888, for proposals indicated roughly on sketch plan.

I.—Work to south of Iron Pier—

	RS.	A.	P.	RS.	A.	P.
5,145 cubic yards laterite topping at Rs. 2	10,290	0	0			
4,263 do. of sand embankment at 6 annas.	1,598	10	0			
648 do. tailing out of slope at 6 annas	243	0	0			
260 tons pitching slopes of embankment at Rs. 2 per ton	520	0	0			

Add 10 per cent. for contingencies and superintendence

Total ..

13,916 12 7

II.—Railways—

915 running feet Line A broad gauge at Rs. 2-10-0.	2,401	14	0
618 do. Line B " at " 2-10-0.	1,622	4	0
3 sets points and crossings at Rs. 128	384	0	0
	4,408	2	0

Add 10 per cent. for contingencies and superintendence

Total ..

18,765 11 7

III.—1. Corrugated iron shed with platform 114' x 40' ..

Add 10 per cent. for contingencies and superintendence

Total ..

22,628 14 9

IV.—2. Masonry sheds without platform at Rs. 9,740 ..

Add 10 per cent. for contingencies and superintendence

Total ..

44,056 14 9

V.—Add separately for Line A—

641 running feet at Rs. 2-10-0	1,682	10	0
1 set of points and crossings	128	0	0
	1,810	10	0

Add 10 per cent. for contingencies and superintendence

Total ..

46,048 9 9

VI.—Work north of Iron Pier—

1,901 cubic yards laterite topping 1' deep at Rs. 2.	3,802	0	0
474 do. sand embankment at 6 annas ..	177	12	0
252 do. tailing out of slope at 6 annas ..	94	8	0
260 tons pitching slopes of embankment at Rs. 2.	520	0	0
	4,594	4	0

Add 10 per cent. for contingencies and superintendence

Total ..

51,102 4 7

VII.—Railways—

Line D from Iron Pier—			
1,600 to our line at Rs. 2-10-0	4,200	0	0
Line E from turn-table to north of 10-ton crane—			
565 lineal feet at Rs. 2-10-0	1,483	2	0
740 lineal feet from boat-shed north at Rs. 2-10-0.	1,942	8	0
2 sets South Indian Railway points and crossings at Rs. 128	256	0	0
1 set points and crossings of our own	185	0	0
3 large turn-tables at Rs. 700	2,100	0	0
1 corrugated shed with platform 114' x 40' ..	3,512	0	0
	13,678	10	0

Add 10 per cent. for contingencies and superintendence

Total ..

15,046 7 10

Grand Total ..

66,148 12 5

MADRAS,
30th April 1888.

(Signed) F. N. THOROWGOOD,
Engineer, Harbour Trust Board.

From R. W. BARLOW, Esq., C.S., Chairman, Harbour Trust Board, Madras, to the Chief Secretary to Government, dated Madras, 20th June 1888, No. 1056.

In continuation of my letter, No. 1023, dated 18th instant, I have the honor to forward herewith, for the information and orders of Government, copy of a further resolution passed by the Harbour Trust Board at their meeting last evening, in reference to the office of the Deputy Commissioner of Police.

2. The Trust have no option but to ask permission to break down the wall and curtail the compound, and should the Commissioner of Police consider that this would interfere with his occupation of the building, the Trust are quite willing to purchase it at a fair valuation; indeed, they would, under any circumstances, be glad to obtain possession of this building, as it is most conveniently situated for harbour purposes, whereas the police could easily be accommodated elsewhere.

ENCLOSURE.

EXTRACT of Proceedings of the Trustees of the Harbour of Madras at meeting held at the Offices of the Board on Tuesday, the 19th day of June 1888.

2. Read note by Chairman in reference to that portion of the Board's Resolution, No. 2-C, dated 8th March, having reference to the office of the Deputy Commissioner of Police.

Resolution.—Resolved that the Chairman be invited to ask Government whether they would be disposed to sell the office of the Deputy Commissioner of Police to the Trust, and, if so, at what price.

ORDER—dated 10th July 1888, No. 320, Marine.

The papers read above relate to the following proposals made by the Harbour Trust Board:—

- (a) The re-alignment of their construction railway line, which at present falls partly within municipal limits.
- (b) The acquisition from Government for that purpose of the office of the Deputy Commissioner of Police and the emigration yard.
- (c) The construction of a series of tramways to run north and south of the pier towards the Madras Railway on one side and the South Indian Railway on the other.
- (d) The immediate erection of two godowns, for import and export cargo, by the shore end of the pier, and the ultimate construction of others along the proposed tramway lines.

2. The Government resolve to refer these matters for consideration and report (after personal inspection) to a committee composed of the following officers:—

- The Chief Engineer, Public Works Department;
- „ Consulting Engineer for Railways;
- „ Chairman, Harbour Trust Board;
- „ Commissioner of Police, Madras;
- „ Port Officer, Madras;
- „ President, Madras Municipal Commission; and
- „ Commissary-General.

3. If the committee find it necessary to modify the decision come to in G.O., 28th October 1887, No. 484, regarding the allotment of sites within harbour limits to

the various Military departments, they should arrange to meet and discuss matters with the Military officers who attended the conference of the 12th February 1887, the decisions of which were approved in the Government Order above cited.

(True Extract.)

J. F. PRICE,
Ag. Chief Secretary.

To the Chairman, Harbour Trust Board, with plan and enclosures returned.
 „ Port Officer, Madras.
 „ Other officers mentioned in paragraph 2.
 „ Public Works Department.
 „ Military Department.

Exd. A. Raitt.

Govt. of 1888 Madras.

MARINE.

Issued

Recd.

Encl.

G.O., 10th July 1888, No. 320.

JULY.

Harbour Trust Board.

Passing orders appointing a committee to consider and report on certain proposals of the— regarding the re-alignment of their construction railway line and the construction of a series of tramway lines.

10TH JULY 1888, No. 320, MARINE.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—the following papers:—

From R. W. BARLOW, Esq., C.S., Chairman, Harbour Trust Board, Madras, to the Chief Secretary to Government, dated Madras, 6th June 1888, No. 858.

I have the honor to submit herewith, for the information and orders of Government, a tracing (to be returned) showing a proposed re-alignment of the original Harbour Works construction line, which runs along the east side of the Beach road.

2. As at present laid, it encroaches upon the municipal roadway, and the trustees have been called upon by the President of the Municipal Commission to remove the line to within the limits of their property as defined in Act II of 1886.

3. This the trustees are willing to do—*vide* copy of resolution passed at last night's meeting enclosed—but north of the pier this will necessitate encroachment on the spaces reserved for the Protector of Emigrants, and the Police Department, by Schedule A of Act II of 1886. I have therefore to request the sanction of Government to comply with the demand of the Municipality that the line shall be moved clear of their roadway. This will entail the removal of the west walls of the Deputy Commissioner's office compound, and of the old Custom-house iron yard (now emigration yard), and curtailment of these premises, as shown in the tracing.

4. Connected papers (originals to be returned) are submitted for reference if necessary.

ENCLOSURE.

EXTRACT of Proceedings of the Trustees of the Harbour of Madras at a meeting held at the offices of the Board on Tuesday, the 5th day of June 1888.

4. Read correspondence between the Chairman and Engineer, Harbour Trust Board, regarding alleged encroachment of the Harbour Works construction line upon the beach, and examined plan showing the proposed re-alignment.

Read minutes by Captain H. A. Street, Captain W. L. C. Baddeley, R. E., and the Chairman.

Resolution.—Resolved that the diversion of the Harbour Works construction line as shown in the plan be approved, and that the Chairman be invited to address Government.

From R. W. BARLOW, Esq., Collector of Sea Customs, &c., to the Chief Secretary to Government, dated Madras, 19th June 1888, No. 2080.

I have the honor to acknowledge the receipt of Current No. 490, dated the 16th instant, and, in reply, to observe that I see no objection to the proposal of the Chairman, Harbour Trust Board, being carried out; the necessity is, I believe, a public one, as the Municipality cannot lay down their proposed tramway, the road being

narrow at the spots, without interfering with the harbour construction line, which again cannot be moved eastwards without encroaching on the Custom-house iron (now emigration) yard.

2. The carrying out of the proposal will involve the western wall of this yard being knocked down and re-erected a few yards to the east, while certain small godowns, three in number, abutting on it, not shown in the Plan B, and two latrines, will have to be removed altogether.

3. I presume all this will be done, if the Government sanction the proposal, at the expense of the Harbour Trust Board. There will be ample space left for the accommodation of emigrants, for which the yard is now used. The two small latrines, utilised temporarily by emigrants when embarking and disembarking, should be re-erected by the Harbour Trust Board in such manner as may be directed by Government. The small godowns are not used for either emigration or Custom-house purposes, though, I should add, they are just now occupied by the Ordnance and the Public Works departments, to whom they were made over temporarily by me, as Protector, when they had recently to vacate certain accommodation urgently required by the Trust for the pilots, which they had in a building at the inner end of the pier, which had become Trust property under Act II of 1886. From inquiries I have made in the Harbour Trust Department, however, I find that I can, as Chairman, give these departments suitable accommodation in lieu in the Northern Harbour shed, till the general system of harbour improvements and tramway has been carried out.

From Colonel T. WELDON, Commissioner of Police, Madras, to the Chief Secretary to Government, dated Madras, 25th June 1888, No. 45.

I have the honor to return the original papers, relative to a re-alignment of the harbour works construction railway, referred to me for remarks by endorsement dated 16th June 1888.

2. The situation appears to be, that the Municipality, after nearly 13 years' acquiescence, now object to the encroachment of the harbour works railway on municipal land. To remedy this the Harbour Trust Board propose, not only to encroach on Government land, but to demolish Government buildings to enable them to do so. That is, both the Harbour Trust and the Municipality desire to relieve the former by imposing on Government all the inconvenience resulting from the original encroachment permitted by the latter.

3. The proposed re-alignment of this temporary railway will bring it within ten feet of the main building of the Deputy Commissioner's office. As it is, when heavy loads are passing, the vibration is great, and, if the line be brought closer, may be dangerous. Even the present situation of the line involves considerable risk to persons entering and leaving the building, which is a police station as well as the Deputy Commissioner's office.

4. The harbour construction railway is, admittedly, a temporary line, and, seeing that it has been nearly 13 years in work, the necessity for its continuance as a construction line must be approaching termination; therefore any re-adjustment of its position should, I submit, be without prejudice to permanent buildings occupied by other departments, and the object of any move should be to get the line as near as possible to the work it assists. If it be intended to retain the railway for the purposes of the completed harbour, then advantage should be taken of the proposed move to establish it in a position where it can better serve the pier and the various warehouses which now exist—and which doubtless will be added to—on the fine property of the Harbour Trust east of their present boundary.

5. The questions naturally arise—Is it necessary that this construction railway should run on the west side of the buildings referred to? Is it advisable it should do so even in the interests of the Harbour Works or Harbour Trust? As it is possible that Mr. Barlow may feel some difficulty in reconciling the conflicting interests he

represents in his triple capacity of Chairman of the Harbour Trust Board, Collector of Madras, and Protector of Emigrants, I may, with all deference to his undoubted desire to be impartial, respectfully suggest that, before sanctioning the destruction and permanent disfigurement of their properties, the Government should obtain some independent professional opinion on what appears, to my lay mind, a simple solution of the problem, namely, to carry the diversion of the line *west* of the Harbour Dues office, and so bring it behind, instead of in front of, all the buildings now jeopardized. By doing this a grave danger to the public, owing to the passage of locomotives close to a public road, will be avoided; the Harbour Trust will have the line entirely on their own property; and the new line will pass close to the two large warehouses and the export shed now existing, and can also serve others to be constructed hereafter.

From R. W. BARLOW, Esq., C. S., Chairman, Harbour Trust Board, to the Chief Secretary to Government, dated Madras, 18th June 1888, No. 1023.

I have the honor to forward, for the information of Government, copy of a resolution of the Harbour Trust Board passed at their meeting held on the 8th March 1888, and in accordance therewith to forward the accompanying tracing and to offer the following remarks: I waited, before addressing Government, till the Engineer and the Municipal Vice-President had come to an understanding regarding the re-alignment of the harbour construction line (*vide* my No. 858, dated 6th June), as I was not sure that this question might not affect the direction of the general system of tramways.

2. It will be observed from the plan that the main features of the scheme are—

- (a) A series of tramways, running north from the pier, providing connections between it and the Madras Railway premises, for which purpose the line is to be extended northwards to the Company's General Stores yard, the existing lines across the municipal road being brought into communication with the Harbour Trust line by turntables opposite the Stores and the Railway Engineer's yards.
- (b) A second series of tramways running south, connecting the lines of the South Indian Railway, and serving cranes erected at convenient spots, for unloading heavy weights, which cannot be handled by cooly labor.
- (c) Godowns erected alongside of both series of tramways, and at the shore end of the pier, to provide accommodation and facilities for handling general import and export cargo. The plan shows only two (Item IV), which are all that are included in the present estimate submitted herewith for the approval and sanction of Government under section 64 of Act II of 1886; they will, however, be extended alongside the tramways, a second line of buildings being further erected, if found necessary, parallel with the first, and will include godowns for storage in bond and under warrant, as is done in Bombay.

3. In my No. 858, above quoted, I reported to Government the advisability, should they so permit, of curtailing the old Custom-house iron yard (emigration yard) as well as the compound of the new Deputy Police Commissioner's office, so as to admit of the line being carried to the east of the Beach road outside municipal limits: the rest of the harbour line, from Messrs. Arbutnot and Co. north, can be brought within harbour limits without encroaching on other property, but it is impossible to do so at these two places; and I may conveniently mention here that the Trust are of opinion that the old iron yard might very well be made over by Government to the Board, who would undertake to provide similar accommodation and sheds elsewhere on their property, for emigrants embarking and returning, at a spot quite as convenient as regards the boats. The utility of this yard to the Trust would be enormous, situated as it is near the shore end of the pier where all the tramways divide, and it would be specially convenient for goods-sheds, office, or bonded warehouses. I hope Government may see fit to take this into consideration. They would be conferring a

great boon on the Board without any loss to the State, for the emigrants would be equally, if not better, provided for elsewhere, while the yard is of no use to the Custom House, and Government are aware that a large space is available within the Custom House itself—which is temporarily made over to the Trust—and which could be utilized on any sudden call for further accommodation arising from re-imposition of the tariff or like contingency.

4. There is another very important point connected with this subject. The Board, as at present constituted, do not approve of the arrangement come to between the late Board and the various Military departments (*vide* G.O., Marine, No. 484, dated 28th October 1887), under which the latter were to have certain spaces allotted, on which they were to erect their own storehouses, though the present Trust are prepared to meet these departments on even more liberal terms. The late Trust stipulated that military buildings should be in unison with the general design of the Trust's warehouses, but the present Board are strongly of opinion that all buildings within the arms of the harbour should be erected by them on one general design and at their own expense—subject, of course, to the approval of Government, and to the necessary accommodation in full being rented to the departments at such rates as may be agreed on. I am requested to ask the early orders of Government on this point. I need scarcely add that, in case of any sudden State emergency, like the recent Burma war, the Trust would be prepared to place the whole of their premises, if necessary, at the disposal of Government without any charge beyond the ordinary dues.

ENCLOSURES.

EXTRACT of Proceedings of the Trustees of the Harbour of Madras, at a meeting held at the offices of the Board on Thursday, the 8th day of March 1888.

2. Read again correspondence and proceedings in reference to military requirements within the arms of the harbour.
- Resolution.*—Resolved that the Chairman be invited to address Government.
- Examined again plans and estimates, and read again correspondence in reference to proposed beach improvements.
- Read minutes by Messrs. G. L. Chambers, J. McIntock, J. R. Hunter, Captain W. L. C. Baddeley, R.E., Captain H. A. Street, Indian Marine, and the Chairman.
- Resolution.*—Resolved that the sketch plan of suggested improvements drawn up by Captain Street and the Secretary be approved, and that it be forwarded to the Engineer as a general guide upon which to prepare working drawings and an estimate for submission to the Board. The Chairman is invited to address him on the subject, and also to submit to Government the views of the Trust in reference to the space now reserved for the use of the Emigration Department and Deputy Commissioner of Police.

ESTIMATE called for in Resolution of Board, dated 8th March 1888, for proposals indicated roughly on sketch plan.

	RS.	A.	P.	RS.	A.	P.
I.—Work to south of Iron Pier—						
5,145 cubic yards laterite topping at Rs. 2	10,290	0	0			
4,263 do. of sand embankment at 6 annas.	1,598	10	0			
648 do. tailing out of slope at 6 annas	243	0	0			
260 tons pitching slopes of embankment at Rs. 2 per ton	520	0	0			
Add 10 per cent. for contingencies and superintendence	12,651	10	0			
	1,265	2	7			
Total	13,916	12	7	13,916	12	7

	RS.	A.	P.	RS.	A.	P.
II.—Railways—						
915 running feet Line A broad gauge at Rs. 2-10-0.	2,401	14	0			
618 do. Line B " at " 2-10-0.	1,622	4	0			
3 sets points and crossings at Rs. 128	384	0	0			
	4,408	2	0			
Add 10 per cent. for contingencies and superintendence	440	13	0			
Total	4,848	15	0	18,765	11	7
III.—1. Corrugated iron shed with platform 114' x 40' ..	3,512	0	0			
Add 10 per cent. for contingencies and superintendence	351	3	2			
Total	3,863	3	2	22,628	14	9
IV.—2. Masonry sheds without platform at Rs. 9,740 ..	19,480	0	0			
Add 10 per cent. for contingencies and superintendence	1,948	0	0			
Total	21,428	0	0	44,056	14	9
V.—Add separately for Line A—						
641 running feet at Rs. 2-10-0	1,682	10	0			
1 set of points and crossings	128	0	0			
	1,810	10	0			
Add 10 per cent. for contingencies and superintendence	181	1	0			
Total	1,991	11	0	46,048	9	9
VI.—Work north of Iron Pier—						
1,901 cubic yards laterite topping 1' deep at Rs. 2.	3,802	0	0			
474 do. sand embankment at 6 annas ..	177	12	0			
252 do. tailing out of slope at 6 annas ..	94	8	0			
260 tons pitching slopes of embankment at Rs. 2.	520	0	0			
	4,594	4	0			
Add 10 per cent. for contingencies and superintendence	459	6	10			
Total	5,053	10	10	51,102	4	7
VII.—Railways—						
Line D from Iron Pier—						
1,600 to our line at Rs. 2-10-0	4,200	0	0			
Line E from turn-table to north of 10-ton crane—						
565 lineal feet at Rs. 2-10-0	1,483	2	0			
740 lineal feet from boat-shed north at Rs. 2-10-0.	1,942	8	0			
2 sets South Indian Railway points and crossings at Rs. 128	256	0	0			
1 set points and crossings of our own	185	0	0			
3 large turn-tables at Rs. 700	2,100	0	0			
1 corrugated shed with platform 114' x 40' ..	3,512	0	0			
	13,678	10	0			
Add 10 per cent. for contingencies and superintendence	1,367	13	10			
Total	15,046	7	10			
Grand Total	66,148	12	5			

MADRAS,
30th April 1888.

(Signed) F. N. THOROWGOOD,
Engineer, Harbour Trust Board.

From R. W. BARLOW, Esq., C.S., Chairman, Harbour Trust Board, Madras, to the Chief Secretary to Government, dated Madras, 20th June 1888, No. 1056.

In continuation of my letter, No. 1023, dated 18th instant, I have the honor to forward herewith, for the information and orders of Government, copy of a further resolution passed by the Harbour Trust Board at their meeting last evening, in reference to the office of the Deputy Commissioner of Police.

2. The Trust have no option but to ask permission to break down the wall and curtail the compound, and should the Commissioner of Police consider that this would interfere with his occupation of the building, the Trust are quite willing to purchase it at a fair valuation; indeed, they would, under any circumstances, be glad to obtain possession of this building, as it is most conveniently situated for harbour purposes, whereas the police could easily be accommodated elsewhere.

ENCLOSURE.

EXTRACT of Proceedings of the Trustees of the Harbour of Madras at meeting held at the Offices of the Board on Tuesday, the 19th day of June 1888.

2. Read note by Chairman in reference to that portion of the Board's Resolution, No. 2-C., dated 8th March, having reference to the office of the Deputy Commissioner of Police.

Resolution.—Resolved that the Chairman be invited to ask Government whether they would be disposed to sell the office of the Deputy Commissioner of Police to the Trust, and, if so, at what price.

ORDER—dated 10th July 1888, No. 320, Marine.

The papers read above relate to the following proposals made by the Harbour Trust Board:—

- (a) The re-alignment of their construction railway line, which at present falls partly within municipal limits.
- (b) The acquisition from Government for that purpose of the office of the Deputy Commissioner of Police and the emigration yard.
- (c) The construction of a series of tramways to run north and south of the pier towards the Madras Railway on one side and the South Indian Railway on the other.
- (d) The immediate erection of two godowns, for import and export cargo, by the shore end of the pier, and the ultimate construction of others along the proposed tramway lines.

2. The Government resolve to refer these matters for consideration and report (after personal inspection) to a committee composed of the following officers:—

The Chief Engineer, Public Works Department;
 „ Consulting Engineer for Railways;
 „ Chairman, Harbour Trust Board;
 „ Commissioner of Police, Madras;
 „ Port Officer, Madras;
 „ President, Madras Municipal Commission; and
 „ Commissary-General.

3. If the committee find it necessary to modify the decision come to in G.O., 28th October 1887, No. 484, regarding the allotment of sites within harbour limits to

the various Military departments, they should arrange to meet and discuss matters with the Military officers who attended the conference of the 12th February 1887, the decisions of which were approved in the Government Order above cited.

(True Extract.)

J. F. PRICE,
 Ag. Chief Secretary.

To the Chairman, Harbour Trust Board, with plan and enclosures returned.

- „ Port Officer, Madras.
- „ Other officers mentioned in paragraph 2.
- „ Public Works Department.
- „ Military Department.

Exd. A. Raitt.

Gobt. of 1888 Madras.

MARINE.

12TH JULY 1888, No. 480, REVENUE.

GOVERNMENT OF MADRAS.
REVENUE DEPARTMENT.

READ—Letter from the Government Botanist and Director of Government Cinchona Plantations, Nilgiris, dated 12th May 1888, No. 17.

ABSTRACT.—Reporting that officers in subordinate charge have sent in returns for the valuable stock for the official year 1887-88 that were in their custody and that these have been duly checked, and informing that there is no valuable stores in the Central office, except one iron safe and two scales, which have been entered in the inventory maintained and is checked.

READ—Letter from the Superintendent, Madras Survey, dated 14th May 1888, No. 74-G.

ABSTRACT.—Reporting that an inventory of valuable stock has been kept and duly checked for 1887-88.

READ—Proceedings of the Board of Revenue (Revenue Settlement, Land Records and Agriculture), dated 16th May 1888, Mis. No. 1045.

ABSTRACT.—Submitting report on the stock in this office and stating that returns of stores are yet due to the Board's office from certain officers, who have been requested to expedite their submission.

READ—Letter from the Acting Secretary to the Commissioners of Land Revenue, dated 23rd May 1888, Mis. No. 3247.

ABSTRACT.—Reporting that the Board in the Land Revenue Department keep an inventory of the valuable stock in their custody.

READ—Proceedings of the Board of Revenue (Separate Revenue), dated 24th May 1888, Mis. No. 1652.

ABSTRACT.—Reporting that an inventory showing the stock of store in the custody of the Board has been opened and that it has been duly checked.

READ—Letter from the Superintendent, Government Central Museum, dated 28th June 1888, No. 378.

ABSTRACT.—Enclosing a nil return of valuable stores for the year 1887-88.

READ—Letter from the Inam Commissioner, dated 5th July 1888, No. 251.

ABSTRACT.—Stating, with reference to G.O., dated 29th August 1887, No. 5139, that there is no valuable stock in his office or in that of the Deputy Collector.

G.O., 10th July 1888, No. 320.

JULY.

Harbour Trust Board.

Passing orders appointing a committee to consider and report on certain proposals of the — regarding the re-alignment of their construction railway line and the construction of a series of tramway lines.

Order thereon No. 2360 Wd
3rd August 1888

Recorded

20/8. O. H.

Issued

Recd.

Encl.

No. 2360 Wd/3rd August 1888

Origl was put up with C 20774

A. E. V. Circle

Gob. of 1888 Madras.
MARINE.

*Order thereon No. 2360 W. 24
3rd August 1888*

Recorded

off J. O. H.

Issued

Recd.

Encl.

G.O., 10th July 1888, No. 320.

No. 2360 W. 24 3rd August 1888

JULY.

Origl was put up with Chogge

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A. E. V. C. C. C.

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ORDER—dated 12th July 1888, No. 480, Revenue.

Miscellaneous.

Recorded.

2. The list forwarded by the Superintendent of Revenue Survey of instruments in his custody which are not required for the use of his Department, will be communicated to the Public Works Department with the request that this Department may be informed whether any of them are required for Public Works officers.

(True Extract.)

(Signed) C. A. GALTON,
Ag. Secretary to Government.

To the Commissioners of Land Revenue.
,, the Commissioner of Revenue Settlement, Land Records and Agriculture.
,, the Commissioner of Salt, Abkari and Separate Revenue.
,, the Inam Commissioner.
,, the Government Botanist.
,, the Superintendent, Revenue Survey.
,, the Superintendent, Government Central Museum.
,, the Public Works Department, with list.
Copy to the Financial Department.

Exd. P. L. Pereira.

130 Copies.

Govt. of (1888) Madras.
REVENUE.

Issued

Recd.

Encl.

G.O., 12th July 1888, No. 480.

JULY.

Store Returns.

Recording — from the Heads of Departments under the Revenue Secretariat and forwarding to the Public Works Department, for report, the list of instruments received from the Superintendent of Revenue Survey.

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„ the Superintendent, Revenue Survey.
„ the Superintendent, Government Central Museum.
„ the Public Works Department, with list.
Copy to the Financial Department.

Exd. P. L. Pereira.

130 Copies.

E. M. S. No. 77-53

Gobt. of (1888) Madras.

REVENUE.

24-5-88

Issued

Recd. *30-7-88*

Encl. *1*

G.O., 12th July 1888, No. 480.

No. 2314.W. D/3- August-88

JULY.

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S.S. V. Aird
By Chief Engr P.W.A.

[Ref]
4
8,000-1-4-047

DEPARTMENT.

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

Press
Miscellaneous No. 2861 dated 3-8-58 190
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.			
12-6-04	82762	5273	04		18/1/06	WJ

To the P.W. Dept.

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3-8-1888
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88-8-571 M 1937

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Recd 20-7-

Ms. A.9.2 v.10, p.61

2069 W. Lake 1st September 1881

will continue in force, and will be introduced in the 3rd of the book as suggested by the Commission.

157/155
Jen

Signature of W. Bush.

Initials of
attender.

[illegible]

Apr 1877
9/1/82

In. built

425/82

has. 1/2 p. 1/2

N^o 31 of 7 January 82

Referred to the
Superintending Engineer
5th Circle.

(Return requested)
(By order)

W. H. S. L. C. R. S.
As. Dy. Ch. Engr. P. W. D.

SUPERINTENDING ENGINEER'S OFFICE,

MADRAS,

5th Circle,
Chepauk, 21st January 1882.

No. 779.

From

Col. H. P. Prudergast. P. W. D.
SUPERINTENDING ENGINEER,
5th Circle,

To

The Chief Engineer P. W. D.

SIR,

Enclosures, 1.

In returning your Endorse-
ment of N^o 31 dated 7th January 1882, I
have the honor to report, that the old Dis-
trict Engineer's Office at Guindy is at
present in charge of the Revenue De-
partment. The Building has not been
used by the P. W. Department since 1875,
and it is not likely to be required again.

I have the honor to be
Sir
Your Most Obedt Servt

W. H. S. L. C. R. S.
As. Dy. Ch. Engr. P. W. D.
Superint. Engr. P. W. D.
5th Circle

From

The Superintending Engineer,
5th Circle,

To

The Chief Engineer,
S.M.D.

Dated

21 January 1882.

Recd.

ENCLOSURE 1.

No. 779

Old District Engg's
Office at Guindy.

Report that the
office at present is charge of the
Revenue Department
& that the building
has not been used
by the P.W. Department
since 1875 and is not
likely to be required
again.

No 199- of 25 Jan'y/82

P.W.D.

Memo

In returning the papers forward-
ed with Revenue Dept Memo No
7102 of 5 Jan'y/82, the undersigned
has the honor to state that the
old District Engineer's office
at Guindy is now in charge of
the Revenue authorities, and
that it is not likely to be again
required by the Public Works
Department.

(By order)

Sd/- R.J.
ag. Dy. Ch.

To The Revenue Dept. with 6 En.
Despd 25-1-82.

SUPERINTENDING ENGINEER'S OFFICE,
5TH CIRCLE, MADRAS,
Chepauk, 14th September 1882.

INTENDING ENGINEER,
5TH CIRCLE,

Chief Engineer
S. W. D.

Reference to G. O. No. 606 W
March 1882, I have the honor
to acknowledge the receipt of
your plan and estimate of
costs for adapting the old District
Office at Guindy for a Com.
Slaughter House & butchers

When wing of the Office is
to become the quarters for
the North wing is to be
the middle to make separate
entrances for hanging beef &c.
The old roof of this part has
been removed and replaced
by

Ch. No. 100 of 25/7/82

206/1

Added in Receipt Regr.

To Saw. C. Ho

It wishes the
liminary enquiry
to be made by
and the paper
sent up when it
is for disposal.

R.S.
25/9

To Draw.

Draft memo. sub-
mitted for approval.

C.
28/9

R.
20-9-82

Forb.

Subd. in Receipt Regr.

No. 2186.

SUPERINTENDING ENGINEER'S OFFICE,

5TH CIRCLE, MADRAS,

Chepauk, 11th September 1882.

From

THE SUPERINTENDING ENGINEER,

5TH CIRCLE,

To

THE Chief Engineer
P.W.D.

SIR,

Enclosures. 6

- 1 Plan.
- 1 Estimate.
- 2 S.D.S.
- 1 Report.
- 1 Specification.

With reference to G.O. No. 606 W
dated 9th March 1882, I have the honor
to submit a Plan and Estimate of
Rupees 10350 for adapting the old District
Engineer's Office at Guindy for a Com-
missariat Slaughter House & butchers
quarters.

2. The Eastern wing of the Office is
intended to become the quarters for
the Butcher. The North wing is to be
divided in the middle to make sepa-
rate compartments for hanging beef &
mutton. The old roof of this part is
required to be removed and replaced
by

by a trussed roof with ridge ventilation.
Out offices for the butchers quarters
are provided within the office yard.
A shed outside on the North, is to be
extended, to be used as a bullock shed.
On the South Side of the office yard,
an additional enclosure wall is re-
quired, round 3 sides, to contain a
slaughter shed for bullocks, another
for sheep, and a well in the middle.

The arrangements as proposed
are approved by the Deputy Asst.
Commissionary General

I have the honor to be
Sir

Your Most Obedient Servant
Wm. Sanderat Coll. R. E.

Superm. 19. Eugene
5th Circle.

B. No. 6068-9-3-82-

From

THE SUPERINTENDING ENGINEER,
5TH CIRCLE,

To

THE Chief Engineer
P. W. Department

Dated

Recd.

15th September 1882

ENCLOSURES.

No. 2186.

Old District Engineer's
Office at Gindry.

Submits for sanc-
tion plan & estimate of
Rs 10,350 for adapting
the ——— for a commis-
ariat slaughter house &
butchers quarters.

OK. 26/9

only 19/9 Rs 28/9

B. No. 6068-9-3-82

No 1759 C 22 Oct 82

Public Works Department, 1882-83.

Current No.

Letter No.

Dated the

From the

6256

2186

14th Sept. 1882

Supr. Engr. Fifth Circle.

NOTE OF REMARKS.

Memo:

The Est. amounting to Rs.
10,350 for ^{converting} adapting the late
Supr. Engr. Office at Gindry
into a Slaughter House &
Butchers Quarters for the use of
the Commissariat Dept. are
submitted to the Supr. Engr. for
Fifth Circle for ^{consideration} with
reference to the following remarks.

The dimensions of the houses
to be adapted for hanging sheds
differ from the standard, vide
G. O. No. 1986 dt. 13.7.75, &
the floor tiling to these sheds may
apparently be dispensed with in the roof.

The entire length of the brick
in chumam boundary wall appears
to be about 343 ft. in length, &
the partition wall may be substituted
by a thick set back hedge.
For the partition wall -
provision for 2 coats of plastering is
allowed; instead of plastering the
wall, all ^{the} exterior may be pointed
flush & the interior smooth.

Sd/- in Receipt Repr.

Washed & whitewashed -

No provision is made for a Butcher's latrine outside the limits of the slaughter house -

As there will be a great deal of drip from the mutton & beef in the slaughter shed, asphalt flooring with brick jelly underneath, is not only cheaper but ^{also} ~~it would be more~~ preferable ^{to} stone having pointed, as when the pointing wears away, percolation will take place; & the method of graining these floors may be also adopted.

The slaughter house & shed for mutton & sheep ^{might} be provided with ridge ventilation & grating, ^{rather} than so much of walling.

The plan & estimate should be submitted for the approval of the Commr in Chief, (Quartermaster Genl's Dept) prior to transmission to the Ch. Engrs.

19/9/82
C. 28.9.82

No. 1753 C. 2/2-10-82

To the Supr Engrs
5 Circle with
6 Encls.

To R. Engrs 3/10/82
To D. Engrs

For orders, with reference to the memo proposed by the Sect. Section - C.

19/9/82

Butcher - viz. black for the 20000 for Coast Defences, & immediately it is assigned, we propose to divert a portion to another work.

R. S.
28/7.

circ. 3/10/82

C. No. 5799

C. No. 5884

C. No. 5859.

Indi.

With G.O. No. 1018 W of June 1883 a re. ap. provision ^{statement} was furnished to the Govt. of India for sanction, in their No 607 M. W. of July 83 (C. No 5859) Govt. of India have id to sanction the work forwarded, have granted appropriation of Rs 3900 completing the Railway project at Railway work is the 5th class statement.

The other works in the work are slaughter house and housing shed for Govt. at Railway. work was entered in Military budget for 1882-83 with a

10
1
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9

provision of Rs 7210 -
The grant was reduced
in February and
March 1883 -

II. New posture from
to for half a batta-
lion of British En-
fantry at Perthery
This work also was
entered in the bud-
get for 1882.83 class
No 8.

Sanctioned in G.O. No. 427 W
of 11th February 1879

III. Providing a boarded
floor for the hos-
pital of the European
Infantry at Can-
nalore.

Sanctioned in G.O. No. 3385 W
of 16th Decr 1882.
Rs 1000 granted in G.O. No. 443 W
of 9th February 1883. from
Revenue with fort.

This work appeared
under ~~Class~~ ^{Appendix} B. in
the budget for 1882.83
Class No. 7.

IV. Constructing an addi-
tional room to the
School of the Queen's
Own Engineers and
Minors at Bangalore.

Sanctioned in G.O. No. 2155 W
of 31st August 1881
Rs 1500 appropriated in G.O.
No. 458 W of 10th February
1883, by re-appropriation
Sanctioned by G.O. S.

This work also was
entered under ^{Appendix} Class
B. in the budget

for 1882.83. Estimate
No 16.

As there are all in the
complete works of 1882.83
found are necessary, thus
to complete them. The
Minor works grant was
insufficient to meet
these demands.

The Engrs. Dy. Supt.
Civil was asked in No
1057 C of 2^d June 1882 to
prepare any proposals
of funds to enable him
to carry out the con-
struction of the Civil Engrs.
Dy. Supt. Office at generally
into a Commissioner's
Strength House and
he proposed the following

Rs 5000 from General Reserve
Fund in the fort
Class No 5. Class A.
Rs 6800 from Mounting and
runner. Fort Sec Group
Class No 6. Class B.

H. P. The Com. in Chief of
puts to their transfer, as
the first work is now
required and
not wish to be
unduly delayed.

Second-

The grant under the
first item has been with-
drawn by the Govt of
India in their No 542
M. W. of 14th June 1883 -
pending sanction to the
estimate -

W. D. the Com. in Chief
does not ~~the~~ consider
the Clayton House
at friendly an urgent
work - but would wish
to have the following
work in hand if funds
are available -

1. Constructing quarters for
three Warrant and five
Non Commissioned Officers
of the Commissariat Dept
on the esplanade at
Madras. Est. No 26740

2. ~~Cost of~~ ~~defence~~

and propose the follow-
ing re-appropriation of
budget credits -

In 10000 from Coast de-
fence

In 5000 from Building
for Cavalry Regt.
amount at Rs.
on galon -

B. agents provided

Cor

Her
of
serv

in the budget for both
these works, have been
withdrawn by the
Govt. of India in their
No 542 M. W. of 14th June
1883.

Wm
18/7

Cor

He
of
serv

a Military Work, & both
W.S. the Commr in Chief
& Govt in the Mily. Dept
have accepted it as
a Mily. charge.

If the question
be brought up that
the removal of the Slum
House is being objected
in the interests of the
Agricultural Farm, & if
the work on that ground
be removed from ~~the~~
Military, the cost would
fall on our Provincial
assignment, which is
already overburdened,
& the Local Govt would
not perhaps be thankful
for the transfer.

Cu

24/7

70

S.A.W.

I have passed the draft order -

Was what you say regarding the overburdened Provincial assignment, but the military grant is also over-taxed, and it is a choice of two evils. As far as I can see we cannot touch this slaughter-house project for a long time, tho' the removal of the present building has been proposed for so hard on sanitary grounds. All I can say now is we must not lose sight of it. I am anxious to see all this business of assignments fully settled both as regards military & Provincial finally & fairly settled for 4 months of the year are already all but over & delay in appropriating may lead to the non-utilization of some or limited funds.

C.J.
26/7

5859

Dr W 1618 W d 19 June 83

The Govt of India have not yet formally recalled the grant for Court Defences, & it is submitted that until this is done, no proposal for a reappropriation to provide funds for the Commut Subordinate Quarter can be sent up. The order as drafted might perhaps issue, & after the grants which have been withdrawn have been reassigned, the necessary re-appropriation statement can be submitted.

The estimate for converting the old Supply & Office at Grundy into a Commut Slaughter House has been sanctioned as

Explanation of necessity for reappropriation.

No 1618 W d 19 June 83

The minor works grant being insufficient to meet the appropriations required for the incomplete works of the last year the reappropriations noted within are recommended for sanction -

C.J.

C.J.
30/5

Att
4/6/83

To the Secy to the Govt. of India
Mil Dept

S. E. Third Circle }
" Fourth Circle } For information
" Fifth Circle }
" Govt. Prov. }
" Mil Dept } Dept

C.J.

Application to the Government of India

PROPOSED NEW GRANT.

Head of Service.	Item No. of Budget.	Works.	Amount of Estimate.	Outlay to end of previous year.	Original Grant for current year.	Existing Grant for current year.	Proposed Increase.	Grant as now proposed.
Ind. Ling.	1	Slanphla House and hang- ing shed for meat at Bellary.	7210	403	"	"	6600	6600
	"	New pasture grounds for half a battalion of British Infantry at Bellary.	5000	3025	"	"	1900	1900
	"	Providing a boarded floor for the Hospital of the In- fantry at Bellary.	5570	364	"	"	5200	5200
	"	Constructing one additional room to the School of the Infantry at Bellary.	3500	1500	"	"	2000	2000
	"	Constructing the latrine supply pipes at Bellary.	4500	"	"	"	4500	4500
	"	Water supply Project at Bellary.	41620	137727	"	"	3900	3900
	8	Trimmings	"	21987	21987	400	22387	
		Total Purposes					20000	

For a Reappropriation of Budget Grant.

PROPOSED REDUCTION.

Head of Service.	Item No. of Budget.	Works.	Amount of Estimate.	Outlay to end of previous year.	Original Grant for current year.	Existing Grant for current year.	Proposed Reduction.	Amount at which Grant for Work will stand after reduction.
Ind. Ling.	2	New barracks for Royal Artillery at St. Thomas Mount.	127730	37349	50000	50000	10000	20000
	3	Barracks for detachment of British Infantry to ac- commodate 100 men at St. Thomas Mount.	90830	10547	40000	40000	10000	30000
		Total Purposes						20000

199 C of 25. 1. 82
 J. P. 122 831. 1. 82
 1759 C of 2. 10. 82
 B 413 W 26. 2. 83
 703 W 5. 3. 83
 A 1399 W 12. 5. 83
 1851 C of 2. 6. 83

B No 1618 W of 9th June 83

Printed
 11/6

to Mr. P. K. 5/6
 Oct 2-6

12TH MAY 1883, No. 1399 W., PUBLIC WORKS.

GOVERNMENT OF MADRAS.
 PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
 Military Works.

READ—the following papers:—

From Colonel H. L. PRENDERGAST, R.E., Superintending Engineer, Fifth Circle, to the Chief Engineer, Public Works Department, dated Chepauk, 14th March 1883, No. 4437.

I have the honor to submit a plan and estimate of Rs. 11,110, revised according to your Memorandum, No. 1759 C, dated 2nd October 1882, for converting the former District Engineer's Office at Guindy into a slaughter-house and butchers' quarters.

2. The dimensions of the roof trusses for the sheds for hanging beef and mutton have been altered to agree with those given in the specification in G.O., No. 1986, dated 13th July 1875, and flat tiling has been omitted.

3. The Executive Engineer has provided an aloe hedge in place of the boundary wall as well as the partition wall. I have, however, added the cost of the boundary wall, for a hedge takes some time to grow, and it appears to me to be necessary that there should be an outer enclosing wall. Your suggestion is only that the inner wall should be replaced by a hedge.

4. The exterior of the walls is now intended to be pointed instead of plastered, while rough plastering and white-washing are allowed for the interior of the walls. Provision is made for a latrine for the butchers outside the limits of the slaughter-house, for asphalt flooring for the slaughter and hanging sheds with drains to carry off the foul water; also for ridge ventilators and grating in place of walling in the bullock and sheep sheds and slaughter sheds.

5. With reference to G.O., No. 703, of the 5th instant, I regret that the estimate has not been sent before. The delay is partly attributable to there having been a change in the executive charge of the division, the present incumbent, Lieutenant-Colonel Smalley, having had to make himself acquainted with the various works, and to travel about constantly for this purpose.

G.O., dated 9th April 1883, No. 2022, Military.

Read—Memorandum from the Public Works Department, dated 17th March 1883, No. 642 C.

Read—the following letter from the Commissary-General, to the Secretary to Government, Military Department, dated 2nd April 1883, No. 13.

In returning revised plan * and estimate for converting the former Superintending Engineer's Office at Guindy into slaughter-

* Received under your endorsement, No. 1758, dated 20th March 1883. houses and a butchers' quarters, I have the honor to report that I this morning inspected the present buildings and compared them with the plan.

2. The site chosen is not a convenient one, as it is so far from Madras; but the Executive Commissariat Officer will be unable to exercise a proper supervision over either cattle or slaughter-houses; it is moreover open to the same objection as that made to the one near the toll-bar, in that it is in sight of the trunk road. But as it was accepted by my predecessor, and as no other appears to be available, further objection to it would appear to be useless.

3. The alterations to the buildings proposed by the Superintending Engineer are sufficient and judicious; but, should space admit, it would be advisable to place the slaughter sheds and well to the north instead of to the south of the existing buildings. For by the arrangement in the plan, the slaughter-houses and the hanging sheds are too far apart, and the butchers' quarters are most unpleasantly placed between the two.

4. I would also point out that no provision seems to have been made for cart sheds or mule stabling. A shed to hold 2 four-wheeled carts and a stable for six mules with a godown for harness and muleteers would suffice.

Order—dated 9th April 1883, No. 2022, Military.

The plan should be modified, if possible, as suggested in paragraph 3 of the Commissary-General's letter, and provision made for the subsidiary buildings specified in paragraph 4.

(True Extract.)

(Signed) E. L. HANKIN, Colonel;
Secretary to Government.

No. 808 C.

Referred to the Superintending Engineer, Fifth Circle, who will modify the plan and estimate accordingly, and re-submit the documents with the least practicable delay.

(By Order.)

(Signed) C. BOWEN, Major, R.E.,
Deputy Chief Engineer, P.W.D.

From Colonel H. L. PRENDERGAST, R.E., Superintending Engineer, Fifth Circle, to the Chief Engineer, Public Works Department, dated Chepauk, 27th April 1883, No. 404.

I have the honor to return your

endorsement, No. 808 C, dated 14th instant, with enclosures, and to forward a tracing plan showing the slaughter sheds and well placed on the north side of the butchers' quarters as suggested by the Commissary-General, space being available on that side. Provision is now made for a harness-room and stables for six mules, while an existing shed in the south-west corner of the yard can be utilized for a cart-shed. The estimate thus altered amounts to Rs. 11,800.

- 1 Original endorsement, No. 808 C, 14th April 1883.
- 1 Original letter of Supg. Engr., Fifth Circle, No. 4437, 14th Mar. 1883.
- 1 Plan.
- 1 Revised plan (tracing).
- 1 Classification sheet of estimate.
- 1 Detailed estimate.
- 1 Abstract estimate.
- 1 General abstract.
- 1 Detailed and abstract estimate for butchers' latrine.
- 1 Memorandum of cost of compound wall.
- 1 Detailed estimate for harness-room and mule stables.
- 1 Abstract estimate of do. do.
- 1 Report.
- 1 Specification.

No. 875 C.

Forwarded, with the previous papers, for the approval of Government in the Military Department.

(By Order.)

CHEPAUK,
2nd May 1883.

(Signed) C. BOWEN, Major, R.E.,
Deputy Chief Engineer, P.W.D.

No. 2583, Military.

Approved.

(By Order.)

OOTACAMUND,
5th May 1883.

(Signed)

E. L. HANKIN, Colonel,
Secretary to Government.

ORDER—dated 12th May 1883, No. 1399 W., Public Works.

The estimate, amounting to Rs. 11,800, for converting the late Superintending Engineer's Office at Guindy into a Commissariat slaughter-house, is sanctioned.

2. No funds are immediately available for the work, but if possible an allotment will be made later in the year by a re-appropriation of budget grants.

3. This sanction has been registered as Imperial Ordinary No. 11 W. of 1883-84 and classified as Military, Original Works.

(True Extract.)

(Signed) R. H. SANKEY, Colonel, R.E.,
Secretary to Govt., P.W.D.

To the Superintending Engineer, Fifth Circle, with eleven Enclosures.
" Examiner, Public Works Accounts, with duplicate Abstract Estimate.
" Military Department.
" Revenue "

Exd. C. Howarth.
Spare Copies

BUILDINGS AND ROADS.
MILITARY WORKS.

Govt. of {1883} Madras.

PUBLIC WORKS.

Dated May, 12th.

Recd.

Encl.

G.O., 12th May 1883, No. 1399 W.

MAY.

Superintending Engineer's
Office at Guindy

The estimate for converting the late — into
a Commissariat slaughter-house, sanctioned
with remarks.

GOVERNMENT C
MILITARY DE

28th October 1885

Military Buildings—

Read the following papers:—

No. 323. Proceedings of the Government
dated 14th September

ABSTRACT.—Regarding the proposed re
slaughter-houses on the Government Farm

No. 557

Referred, for favor of report, with ad
Proceedings of Government, No. 2904, date

(By Ord

(Signed) A.

8th October 1885.

To the Commissary-General.

No. 324. From Colonel B. H. W. MAGRA
Colonel A. KENNEY-HERBERT
Military Department; dated Madra

With reference to para. 2 of Proceedin
of the 14th September 1885, forwarded w
October 1885, I have the honor to inform
change is made in the position of the Cor
scheme of transferring them to Guindy is a

2. Their present position is most co
consented most reluctantly to the transfer
wishes of Government on the subject.

3. The enclosures of your reference ar

No. 325. ORDER THEREON, 28th Oc

In supersession of all previous orders o
Governor in Council directs that the C
Government Farm at Saidápet shall not be

2. The Public Works Department w

O.G., (Military) No. 2904, dated 21st May. ti
1883.

adopting buildings at Guindy to the purpos

(True Ex

(Signed) A. E

To the Commissary-General.

„ Quarter Master General.

„ Revenue Department.

„ Public Works Department.

Exd. E. C. Shunker.

1885.

P. W. DEPARTMENT.

Current No. 6142

From

J. H. Garstin Esq.
Shunker, B. 2 of Rev.

ENCLOS.—

No.

Dated 13-7-85

Received 80

SUBJECT.

Requesting to be in-
formed whether the appor-
mate estimate for erecting
buildings for a slaughter-
house at Guindy at side of
the late Sup. Engr's Office has
been submitted to Govt. with
particulars as to amount
and whether it has been sanctioned.

No. 6042 Dated 15th July/85

To J. H. Garstin Esq.

An estimate amounting
to Rs 11,000 has been sanctioned
for the work in G. O. No. 1399
dated 12th May 1883. Cop
forwarded for reference.
The work is shown as
a class C work in the
Superintendent Military

Budget for 1883-86, as that
 should funds be made
 available here after
 from lapses or grants for
 class A or B works the
 question of an allotment
 for the slaughter House
 will be considered.

27 CB
 DW

G.P. 1399 Waj 12-5-83
 B 7618 Waj 9-6-83
 A 1507 Waj 29-5-83
 1184 Waj 20-4-83
 B 703 Waj 5-3-83
 413 Waj 6-2-83
 No 1759 C Waj 2-10-82
 G.O. 606 Waj 9-3-82
 C.E. No 199 of 25-1-82

Despatch
 15/7/85

BUILDINGS AND ROADS.
 MILITARY WORKS.

Govt. of (1883) Madras.

PUBLIC WORKS.

Dated May, 12th.

Recd.

Encl.

G.O., 12th May 1883, No. 1399 W.

MAY.

Superintending Engineer's
 Office at Guindy

The estimate for converting the late — into
 a Commissariat slaughter-house, sanctioned
 with remarks.

GOVERNMENT OF MADRAS.
 MILITARY DEPARTMENT.

28th October 1885, No. 5914.

Military Buildings—Commissariat.

Read the following papers :—

No. 323. Proceedings of the Government of Madras in the Revenue Department ;
 dated 14th September 1885, No. 1044.

ABSTRACT.—Regarding the proposed removal to Guindy of the Commissariat
 slaughter-houses on the Government Farm at Saidápet.

No. 5573.

Referred, for favor of report, with advertence to para. 2 of the order, and
 Proceedings of Government, No. 2904, dated 21st May 1883.

(By Order.)

(Signed) A. KENNEY-HERBERT, Lt.-Col.,
 Offg. Secretary to Government.

8th October 1885.
 To the Commissary-General.

No. 324. From Colonel B. H. W. MAGRATH, Commissary-General, to Lieutenant-
 Colonel A. KENNEY-HERBERT, Officiating Secretary to Government,
 Military Department ; dated Madras, 14th October 1885, No. 4038.

With reference to para. 2 of Proceedings of Government, No. 1044, Revenue,
 of the 14th September 1885, forwarded with your docket, No. 5573, of the 8th
 October 1885, I have the honor to inform you that I shall be only too glad if no
 change is made in the position of the Commissariat slaughter-houses and if the
 scheme of transferring them to Guindy is abandoned.

2. Their present position is most convenient in every respect, and I only
 consented most reluctantly to the transfer in deference to what appeared to be the
 wishes of Government on the subject.

3. The enclosures of your reference are returned.

No. 325. ORDER THEREON, 28th October 1885, No. 5914.

In supersession of all previous orders on the subject, the Right Honorable the
 Governor in Council directs that the Commissariat slaughter-houses on the
 Government Farm at Saidápet shall not be removed therefrom.

2. The Public Works Department will accordingly be informed that the
 estimate, amounting to Rs. 11,800, sanc-
 O.G., (Military) No. 2904, dated 21st May 1883. tioned in Proceedings of Government,
 No. 1399-W., dated 12th May 1883, for
 adopting buildings at Guindy to the purpose may now be cancelled.

(True Extract.)

(Signed) A. KENNEY-HERBERT, Lt.-Col.,
 Offg. Secretary to Government.

To the Commissary-General.
 „ Quarter Master General.
 „ Revenue Department.
 „ Public Works Department.

Exd. E. C. Shunker.

Govt. of (1885) Madras.

MILITARY.

To THE COMMISSARY-GENERAL,
&c., &c., &c.

Dated October, 28th.

Issued

Recd.

Encl.

G.O., 28th October 1885, No. 5914.

OCTOBER.
Nos. 323-325.

Military Buildings—Commissariat.

Commissariat Slaughter Houses.—Retention of the — on the Government Farm at Saidápet, directed, and the Public Works Department informed that the estimate for their removal to Guindy may be cancelled.

With order

Communicated to the
Suptg Engineer, V. Circle,
in supersession of No.
1399 W dated 12th May 1885,
the sanction accorded
in which is withdrawn

[Sd] J.S.S.

To The Suptg Engr V. Circle
Enr. P.W. Dept
Military Dept

1886.

P. W. DEPARTMENT.

Current No. 9943

From

The Revenue Dept.

ENCLOS.—5

No. 7567

Dated 14 Decr 1886

Received 18 — do —

SUBJECT.

Endorsement on the Pros: of
the Bd. of Revenue No. 9034
of 14 Decr 1886 requesting
sanction of Govt to the
temporary transfer of the
old Suptg. Engineer's office
at Guindy to Mr. Mills
pending the Disposal: erection of
the new buildings

No. 1577 Dated 22 Decr 1886

Referred to the Suptg.
Engineer V Circle, for
report.

(By order)

W. L. C. Baddeley
Capt. R. E. Mills
Secy. to Govt P.W.D.

Inspector of Cattle Diseases,
19 Nov 1886

1st CLASS, A.V.D.,

Cattle Diseases,

Madras Presidency.

Revenue Settlement
& Agriculture
Madras

I of your proceedings
have the honor to
from the Executive
Division, in regard
to the station are
gone over the buildings
invariably adapted
provided they are
they would also serve
in the event of the
over to the Education
experimental station
over the

Respect Servant

T.S.D.

Cattle Diseases

1886.

P. W. DEPARTMENT.

Current No. 9943

From

The Revenue Dept.

ENCLOS.—5

No. 7567

Dated 14th Decr 1886

Received 18 — do —

SUBJECT.

Endorsement on the Procs. of
the Bd. of Revenue No. 9034
dtd 14th Decr 1886 requesting
sanction of Govt to the
temporary transfer of the
old Supdy. Engineer's office
at Guindy to Mr. Mills
pending the ~~Disposal~~ erection of
the new buildings

No. 1577 Dated 22nd Decr 1886

Referred to the Supdy.
Engineer V Circle, for
report.

(By order)

W. L. C. Baddley
Capt. R. E.
Secy. to Govt P. W. D.
Mills

Govt. of (1885) Madras.
MILITARY.

To

THE COMMISSARY-GENERAL,
&c., &c., &c.

Dated October, 28th.

Issued

Recd.

Encl.

G.O., 28th October 1885, No. 5914.

OCTOBER.
Nos. 323—325.

Military Buildings—Commissariat.

Commissariat Slaughter Houses.—Retention
of the — on the Government Farm at Saidapet,
directed, and the Public Works Department in-
formed that the estimate for their removal to
Guindy may be cancelled.

With order

No. 2571 B.

Office of the Inspector of Cattle Diseases,
St. Thomas' Mount, 19th Novr 1886.

From

JAMES MILLS, Esq., M.R.C.V.S., V.S., 1st CLASS, A.V.D.,

Inspector of Cattle Diseases,

Madras Presidency.

To
J. Croze Esq. es
Ag. Director of Revenue Settlement
and Agriculture
Madras

Sir,

In reference to para I of your proceedings
to 1865 D. of 13th October I have the honor to
forward a copy of a letter from the Executive
Engineers. Chargeput Division, in regard
to certain buildings which he states are
available for an office.

2— I have personally gone over the buildings
and think they are admirably adapted
for the purpose required, provided they are
put in proper repair. They would also serve
as a store for medicines in the event of the
Hospital being handed over to the Education
Department and as an experimental station.

I have the honor to be
Your most Obedient Servant
J. Mills
Inspector of Cattle Diseases

1/6385
31128

No 4434.

Chungking Division Office
17th November 1886.

From
The Executive Engineer,
Chungking Division

To The Inspector of Fattle Diseases.
S^r Thomas Mouch

Sir, With reference to your letter no. 2438 p.
of 20th October last, I have the honor to inform
you that there is no suitable public
building available for your office
at the moment; but there is a building
at Kiindy known as late Superintending
Engineers office which, I think, might
be used for your office.

I have the
Honor to be,
Signed J. Longley. Capt. R.E.
Executive Engineer. Ch. Div.

(True copy)

Yours Truly
Inspector of Fattle Diseases

3
Nov 1886

6 13 18
12 18

R no: 2977
1886.

From

The Inspector of Cattle Diseases,
Madras Presidency,
St. Thomas' Mount,

To

J. F. Price Esq. &
Ag. Secy of Revenue Settlements
and Agriculture
Madras

Dated

Despatched

Received 22

19

November 1886.

Cover

No. 2511 B

Part of also the letter

Wright papers, the G.O.

Sanitation, the construction

of the building, &c.

23/11/86

Enclosures

(one)

22 NOV 86

Subject.

Building for office

Forwarding a copy of a letter
received from the Executive
Engineer of Chingleput
division in regard to the

July R. 6226/86

2
Nov 1886

No. 2336 B

Office of the Inspector of Cattle Diseases,
St. Thomas' Mount, 1st October 1886.



JAMES MILLS, Esq., M.R.C.V.S., V.S., 1st CLASS, A.V.D.,

Inspector of Cattle Diseases;

Madras Presidency,

To

J. F. Price Esq. &
Ag. Secy of Revenue Settlements
and Agriculture
Madras

Sir,

I have the honor to state that since
the formation of the Department in 1882,
I have accommodated my office in my
house, but I find with my large family,
it is now impossible to do so. Because
of having the office in my house I have
no privacy whatever, as natives are
constantly coming to consult me, which
ought to be done outside the premises
I live in, and again, the Probationers
under training attend office daily,
in consequence of which the best
portion of my Bungalow has to be
allotted to my office. I respectfully
beg,

beg, therefore, that sanction may be
accorded at an early date, to my
renting a small bungalow in the
mount as an office on Rs 25/- or 30/-
per mensem.

2.— There is another matter which
I wish to bring, through you, to the
notice of Government viz. that, from
the fact of my being a military officer
in civil employ, I am not entitled
to put my name down in the sanctionment
Regulation for any house which may
be vacant, with the result that I
cannot get a house unless no one
else requires it, besides being liable
at any moment to be turned out.
Should an officer either in the Military,
Police or Ecclesiastical Department
want it, I beg, therefore, that you
will kindly forward this my application
to be placed on the same footing in
regard to Military or other officers
in being able to put my name down
for a house in sanctionment when I
require one.

I have the honor to be,
Yours most ^{obedient} servant,

Mills. T. S. Chp.
Inspector of Cattle Diseases

1865-2 To Inspector
of Cattle Diseases
9/13/10/86

At = 2544/86
1886.

From

The Inspector of Cattle Diseases,
Madras Presidency,
St. Thomas' Mount,

To

J. J. Price Esq. &
Ag Director of Revenue
and Agriculture
Madras

Dated 1st
Despatched 1st
Received 4 } October 1886.

No. 2336 S
13/10/86
1107/86

Enclosures.

(1)

Subject.

Accommodation for his office
Requesting that the sanction
may be given for the rental
of a small bungalow
to accommodate the
same.

Int. R. 6226/86.

4/10-1

Rev 1007/86

No. 2173

Department of Revenue Settlement
and Agriculture.

Madras, 24 November 1886.

From

BOARD'S GEN. NO. 6226 OF 1886

J. Grose Esquire

Ag DIRECTOR OF REVENUE SETTLEMENT
AND AGRICULTURE,
Madras,

To

Mr. Hammick Esquire
Ag Secretary to the

Board of Revenue, Madras.

SIR,

No. 2336 B. dated
1st October 1886.

No. 2571 B. dated
19th November 1886.

(In original to
be returned).

In submitting two letters noted in the margin
from the Inspector of Cattle Diseases I have the honor
to request that the Board of Revenue will obtain
the sanction of Government for placing at the
disposal of the Inspector of Cattle Diseases the
building at Guindy formerly used for the
Superintending Engineer's office.

2. In the matter of the construction of new
buildings ordered in G.O. dated 14th September
1885. No. 1044, I am still awaiting revised estimates
in accordance with G.O. dated 14th April 1886
No. 2465.

3. With regard to the request contained
in