

MADRAS RECORD OFFICE.

Government of Madras.

Marine **DEPARTMENT.**

G.O. No. *453*

Press
~~Mis.~~

Dated *20. 10.*

1857

Not to be folded or roughly handled

21/10/57

To
Lieutenant J. Goldard
District Engineer Canara
Sir

I have the honor to acknowledge receipt of your letter, requesting information regarding the Compta Lighthouse. My opinion is, that the locality was badly chosen, for there is a higher hill on its west, and north-west sides, which completely hides it from view from on board a small vessel approaching Compta from the north-west, except through one little gap in that hill.

In coming from the south a vessel would see it plainly enough, but not one-tenth of the native coasting craft approaches Compta from that direction.

I learn from the Secretary to Marine Board, that it was only originally intended as a port light, and not as a coast light; it does not however fulfil the former intention, for a light invisible till you pick up your anchorage is not of much use. From the commencement of the fine weather

weather season and until March, ~~the~~
land-winds prevail at night; a vessel
coming from the North hugs the coast
to profit by that land-wind, if he keeps
off shore, at such a distance as will enable
him to keep the light in view over the hill
top mentioned above; he will have to work
up to his anchorage, and a dull sailor
may perhaps not get in till next day's
sea breeze.

There are some rocks off Coompta,
in 4 fathoms water, to avoid which, the
light in its present place is no guide.

The column is placed on that
little hill which overlooks the creek entrance,
but the light will not even shine down upon
that entrance to guide boats in on a dark
night, for the head of the column will quite
hide it, and the reflectors will be so placed
as to allow the light to illumine the sea horizon.
And again, the natives never will work
at night, at least not after 8 or 9 P.M.

All things considered however,
I would recommend that the light house
be

5
be put to some use as it is there ready; a
single reflector facing the West will be
ample for its wants, a great saving of oil
being effected by lighting only one wick.
I make these suggestions, as I understand
the lantern intended for Coompta, has
three reflectors; now it would be useless to
have the two merely to illumine a barren
hill.

I have already in a report to Government
pointed out the places where lights are
needed on the Canara Coast.

I hope that such a small
column, as you informed me you were ordered
to build on Carwar head, will never be taken
in hand; the Coompta and Mangalore
models have little enough room now on
their tops to carry their present lanterns;
the ladders up their centre scarcely admit
a man to creep up, and the fabrics shake
so much in a breeze as to give one the idea that
they have narrowly escaped such a catastro-
phe as befel that of Lochin - you are
doubtless aware that the late collector of
Canara

Collector's Butcherry
Mangalore 18th May 1857

From
J. D. Robinson Esq^r
Acting Collector of Canara

To
J. I. Franklin Esq^r
Secretary to the Marine Board
Fort Saint George

Sir
18th May 1857

In my letter of the 5th instant
I have I find committed myself to a more hasty
and sweeping opinion on the subject of the Compta
Column than in the absence of actual personal
observation I should have done.

2 Viewed from the inland, the present
column is all that W^m Maltby has described
it to be, and now that its construction has been
completed, nothing can look more suitable and
promising - As a beacon to small craft
entering the creek and a guide to the best
moorings in the open roadstead beyond, it
is of undoubted utility.

3 Considered therefore with reference
to local interests, it serves a good purpose, and
from this point of view can scarcely be called
misplaced or superfluous. But it is to its
purpose

Marine Board to Esq^r
16th May 1857
Per mail 14. 11. 15

See a letter from the Secretary
Marine Board to the Acting
Collector Mangalore Government
dated 9th October 1857 No. 3526

From J. I. Franklin Esq^r
To J. D. Robinson Esq^r
District Engineer Canara

For order information
According to the Compta Esq^r
Letter.

M. 13. 8.

No 435.

Canara would not put up the mast on
Mangalore Lighthouse from a doubt of the
stability of the column - It is highly ad-
vantageous that men should be able to
walk right round the lantern to clean
it this they cannot do at Mangalore.

Maorras
1st August 1857

I have the honor to

Sign of A. D. Taylor Lieut. I. N.

[True copy]

Sign of J. Goddard Lieut.

District Engineer

[True copy of a copy]

Sign of J. D. Robinson

Acting Collector.

[True copy]

~~from the same~~

Secretary.

purpose and utility as a beacon to the general coasting trade that my observation wholly applies, and in this point I have latterly heard so much in its disfavor, and from parties who should be competent judges, that my opinion has gradually taken the same bias and has been formed rather on the report of others, than on my own experience. A North Canara man myself, and greatly interested in all that concerns its welfare, a near observer of the many great benefits secured to this province during Mr. Malby's able administration, I should be diffident indeed about placing myself in opposition to any scheme of improvement that had had his advocacy.

4 Coompta deserves all and more than it has yet received at our hands and no one hails more gladly the prospect of a Canal connecting the river Tuddri with its harbour and the other improvements in contemplation, than I myself do.

5 But the aspect of matters has somewhat changed since Mr. Malby wrote - Tuddri has now taken the first stride in the race of rivalry, it seems destined to run, with its more popular neighbour. The enterprising

Balluck. Cart.
1855/56. 39739 - 2629.
1856/57. 53908 - 7595.

enterprising firm of Messrs Brice & Co. are fairly established there, have completed their Cotton Screws and warehouses at a vast outlay, talk of immediate direct shipments thence to the European Markets, and are therefore not unlikely to make its cause and rank good against Coompta or any other rival.

6 The value of exports from Tuddri in Oil seeds, and Cotton was last year Rupees 402,531 - against Rupees 134,995 of the previous trading season. The traffic returns along the Arbyle line were as entered in the margin, and this when the main impediment to Carts - the passage of the river Gungawully - still remains unprovided for.

7 That removed, or a canal excavated (as may most easily and cheaply be done) between the 2 rivers, the Gungawully and Tuddri, and some harbour improvements which Captain Taylor has under consideration, completed. Tuddri can scarcely fail of realising for itself a foremost place among our shipping ports. It was under this view and out of a fear that Tuddri might suffer between the present popularity and vested rights of Coompta, and the bright promise and futurity of Baitol that I wrote as I have done. If no compromise between the 2 places be necessary and

and the claims of Tuddri and Coompta
may in the opinion of the Marine Board be
considered independently of each other, then
I should say the Coompta light cannot be too
soon exhibited.

8 Single handed as I am at
present and without one moments leisure
for the consideration of general subjects, I
must crave the Board's indulgence if I am
neither so prompt nor accurate in my ex-
planation on this and other matters as I
should be.

9 My object in writing now is
left to give an opinion about the best sites
for light houses along the Sea Coast of North
Canara, a question which the Marine Board
will in communication with Captain Taylor
and the Engineer of the District, have the
means shortly of determining to their own
satisfaction, than to exonerate myself from the
charge of being party to any policy of an
illiberal and retrograde tendency.

I have &c
(Signed) J. D. Robinson
Ag Collector

(True Copy)
M. H. A. K. A.
Secretary

N^o 3506

From

J. J. Franklin Esq^r
Secretary Marine Board

To

C. Maltby Esq^r
Acting Chief Secretary to Government
Fort Saint George

Sir,

I have the honor by desire of the
Marine Board to submit the accompanying re-
port from Lieutenant Taylor J. M. on the
position assigned for the Coompta light, and,
while regretting that so ineligible a site should
have been originally selected, to express their
opinion that Lieut Taylor's objections are
sound and reasonable.

The Board in their letter to
Government of the 29th September 1832, N^o 2090,
recommended that a light should be exhibited
at Coompta in preference to Tuddri, which
had not then so thriving a trade as has
since been created, and the Collector in
communication with the Civil Engineer of
the district having selected the spot it
should

Marine Board to Esq^r
16th Dec 1837. N^o 3506
Dated 14th 1837

In a letter from the Secretary
Marine Board to the Chief of
Chief Secretary to Government
dated 9th Dec 1837 N^o 3506

From the Chief of Secretaries
to the East India Company

At the Secretary's Office
at Coompta as a station for
a lantern.

M. J. 2
N^o 430

should occupy, a column was erected thereon as sanctioned by Government at an expense of Rupees 1054-7-5 / one thousand and fifty four, annas seven and pice five

vide Govt. Min. Cons.
15th July 1853 M. 192

3 It was expected that the light would have been exhibited two years ago, but several adverse circumstances occurred to delay the final arrangements. The first lantern went down in the "Laphnath Pancah" when she foundered off Colombo in 1854. A second was shipped in December 1855 in the "James Hall," which vessel was wrecked on Point Calimere shortly after. Recovered and repaired, it was again shipped in May 1856 on the R.C. Steam Frigate "Aspase" for Mangalore, but was carried to Bombay, the weather not permitting her to touch on the Malabar Coast. Finally it reached Mangalore last December.

4 The Board then inquired when the light could be exhibited, and for the first time learned the objections that had been raised. The letter from the Acting Collector of Canara of the 18th May last will shew that circumstances have been rather altered in the meantime, and that Tuddri has risen into greater importance than

2 than its neighbour Coompta in consequence of an English Firm having there established itself. Cotton screws have been erected and there appears to be every probability of English vessels loading there, which will render a light more necessary there than at Coompta.

5 But Mr. Robinson, who is deeply interested in all that concerns the district over which he presides, states that the light will still be useful at Coompta. It is a matter of regret that the site should have been so badly chosen, but as the building is there and a road has been made up the hill on which it is situated, the Board recommend that it be allowed to stand and that the light which is one of the 3^d class be exhibited from it as a guide to the small craft using the port. Lieutenant Taylor certainly states that the head of the column will hide the light from vessels using the anchorage. It may perhaps obstruct the direct rays when they are very close in, but there will still be sufficient glare to indicate its position which is as much as

/ N^o 2

as is required.

Madras
Marine Board Office
9th October 1837.

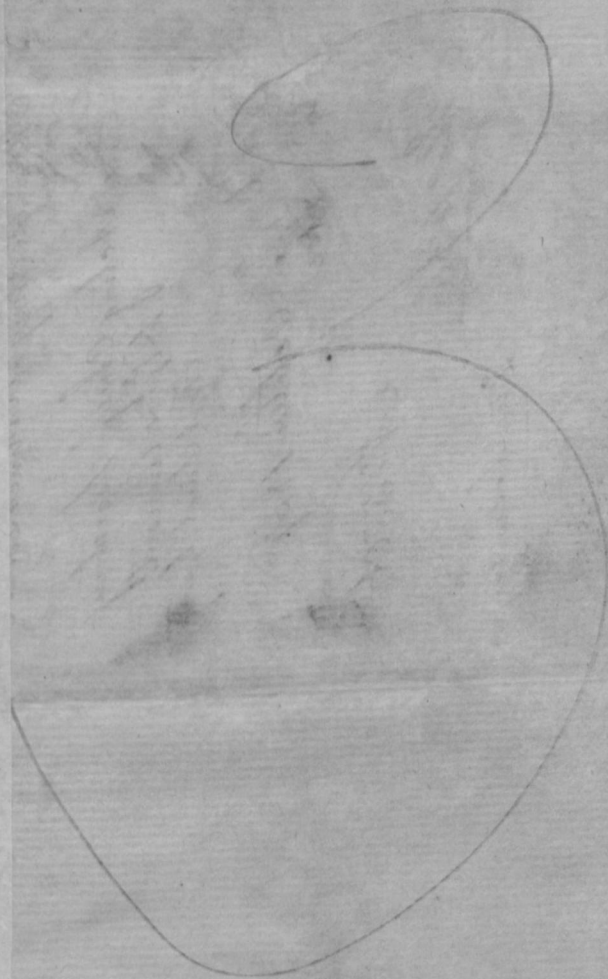
I have the honor to be,

Sir,

Your most obedient servant

Wm. Franklin

Secretary



Marine Department.

N^o. 453

Extract from the Minutes of Consultation

under date 20 October 1857.

Read the following letter from the Secretary Marine Board

(Here enters 9th October 1857)
H. 3506.

At
G

With the foregoing letter the Marine Board submitted a report from Lieutenant Taylor R.N. on the position assigned for the Compton Light, from which it appears that that Officer is of opinion that the locality has been badly chosen, as there is a higher hill on its West, and North West sides

Marine Dept to Eng^s
18th Dec^r 1857
Peruall 815

W. Com. 2040082
Marine 1857 Department

John
J. J. Secretary Marine Board
J. J. Acting Chief Secretary
to the Marine Board
J. J. Secretary

Dated 9th October 1857
No 3506

No 436

Enclosure -

Submits the accompanying report from Lieut Taylor R.N. on the position assigned for the Compton Light, and while regretting that the locality is not so well suited as being originally selected, requests the Board's opinion that Lieut Taylor's objections are sound and reasonable.

38.

L.H.C. 19

Sides, which completely
hide from view from
on board a small ves-
sel approaching Coompta
from the north. We ex-
cept thro' one little gap
in that hill.

2. Looking to the rising
importance of the Port of
Luddri, as brought to
notice in the 3rd para
of the Board's letter and
the undesirable nature
of the site selected at
Coompta, the R. H. the
Governor in Council can-
not but regret that ^{the} ~~such~~
~~first light has not been placed~~
~~at the locality has been cho-~~
~~at the foggy port~~
~~but~~ as the building
has been finished
is ~~there~~, and a road ~~has~~
~~been~~ made up the hill
upon which it is situated,
he considers it advisable
to allow it to stand and
authorizes the Light,
which is one of the 3rd class,
being exhibited from it

as

as a guide to the small
craft using the Port.

The
(T. E.)

To the Marine Board. Dispt. 24th 1870. 17 C 3

A. M. Regbie

Lucas. 20th Decr
Marine 1857 Department

Marine 1857
10th Decr 1857
Jan 14 815

Marine 1857
10th Decr 1857
Jan 14 815

No. 1153

29-3-23

Extract Mins. Cons.

Dated 21st Decr 1857

27-3-23 ✓

37-38.

37-38.