

MADRAS RECORD OFFICE.

Government of Madras.

Marine DEPARTMENT.

G.O. No.

625

Press

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Dated

12. 12

1859

Not to be folded or roughly handled

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*Proceedings of the Madras Government, Marine Department,
for the month of December 1859.*

No. 3. Read the following Proceedings of Government in the Public Works Department,
Marine, dated 6th December 1859, No. 2837.

*Communicating a letter from the Superintendent
of Marine, suggesting certain arrangements
for the survey and report on the ports of Gun-
toor and other northern districts, in view to
the necessary steps being taken in the Marine
Department, for giving effect to Captain
Franklin's recommendation.*

(Vide Proceedings, Public Works Department,
from 1st to 10th December 1859, Nos. 75
and 76.)

No. 4. ORDER THEREON, 12th December 1859, No. 625.

The Superintendent of Marine will advise Government of Lieutenant Sweny's visit to this coast next year, in view to the necessary arrangements being made for the survey of the ports in question.

Ordered that copies of the correspondence received with the above Proceedings be forwarded to the Collectors of the Krishna and Godavari districts for their information.

(Signed) T. PYCROFT,
Chief Secretary.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following letter from J. W. B. DYKES, Esq., Officiating Collector of Guntoor; to J. D. BOURDILLON, Esq., Secretary to Government, dated 19th August 1859, No. 9.

I have the honor to suggest for the consideration of Government, whether it is not desirable that an early opportunity should be taken of having the coast of this district inspected by some Naval officer or other authority, capable from professional experience, of deciding where the future port of the Guntoor Delta could be placed with the greatest advantage.

2. An interesting memorandum on this subject was drawn up some time ago by Mr. Newill, and contains much information with regard to the back-waters on which two** of the four ports* now in use are situated. But neither in this memorandum, nor in any other official records, am I able to find any data with regard to the anchorage and nature of

* 1 Nizampatam.
** 2 Cottapolem.
3 Epporpollem.
4 Motoopully.

the roadsteads available for the large vessels, that, it is to be hoped, will be engaged, before long, in the exportation of our agricultural produce. And as it is very desirable that all possible information should be obtained and a decision come to on this most important point before trade receives any great development, I trust that the matter will receive an early consideration. At present, it is stated that private capital is being laid out in the erection of godowns, &c., at Nizampatam, which is situated on a back-water, and will be the terminus of the Nizampatam canal from the annicut at Bezoarah.

3. I also take this opportunity of bringing to the notice of Government, that on the bar of the southern mouth of the Kistna, there is a depth of 15 feet of water at the ebb, and 18 at the flood. Whilst the width of the river at high water is reported to be 2,000 yards. And when the coast is inspected, it would be very desirable that this mouth of the Kistna should be also carefully inspected at the same time. For, if the soundings are equally favorable on either side of the bar, great facilities for trade are here apparently ready to our hands, with the help of the bank canal, which as the Government is doubtless aware, extends from the annicut at Bezoarah to within a few miles of the mouth of the river. On the subject of the soundings, inside and outside of the bar, I am unable at present to give any precise information, as the swollen state of the river, since the first report reached me, has prevented the local authorities, as yet, from carrying out my instructions to that effect. As soon as the river subsides, however, all possible information shall be obtained in this respect. Whilst the District Engineer, who has been duly informed on the subject, proposes shortly to visit the mouth of the river himself, and have it also duly examined by the officers of his department.

ORDER THEREON, 2nd September 1859, No. 2105.

1. In this letter the acting Collector of Guntoor calls the attention of Government to the importance of examining the condition of the ports on the coast of that district, and of taking measures for the improvement of them or of some of them.

2. The subject thus brought forward by Mr. Dykes is one of much importance, and the Governor in Council resolves in the first place to transmit a copy of his letter as well as of Mr. Newill's memorandum on the same subject to which he refers, to Colonel A. T. Cotton, with the request that he will report to Government his opinion as to the relative value of the Guntoor ports and the measures proper to be taken for improving any of them. If he shall consider it necessary, the Government will be prepared to take steps to have the coast surveyed.

(True Extract.)

(Signed) J. D. BOURDILLON,
Secretary to Government.

To the Chief Engineer.

" Board of Revenue.

" Acting Collector of Guntoor.

To Colonel A. T. Cotton, with Mr. Newill's Memo.

" H. Newill, Esq.

Exd. Wm. Thomas.

Memorandum regarding the Nizampatam bay and its harbours in the Guntoor District.

1. The condition of these harbours viewed in connection with the extensive irrigation of the Delta under the Krishna annicut channels, and the increased production of grain and other articles that may shortly be expected, becomes a matter of much importance to the interests of the district.

2. The following remarks descriptive of the present state of things and suggestive of some hints for further investigation, under professional direction, with the view to determining what is practicable or expedient to be done will, it is hoped, introduce the subject to that notice which it deserves.

3. The inland communications of this and the adjacent districts at present offer serious difficulties to the transport of goods during great portions of the year, but however much these may eventually be improved and aided by navigable canals, the importance of facilitating the export by sea will still remain.

4. The introduction of the Krishna water into the district will also have an important influence in supplying a more complete scour for the Nizampatam estuary and the connecting one of Cottapolem about 8 miles from it.

5. The sea board trade of the district at the several ports for the last few years is given below :

	Fusly 1260.		Fusly 1261.		Fusly 1262.		Fusly 1263.		Fusly 1264.		Total.	
	Imports	Exports	Imports	Exports	Imports	Exports	Imports	Exports	Imports	Exports	Imports	Exports
Nizampatam ..	29,131	25,056	28,464	47,144	13,223	66,555	20,607	1,07,392	22,509	91,455	1,13,934	3,37,602
Epoorpolem ..	1,96,561	1,00,476	3,17,087	1,21,221	2,02,913	1,34,521	60,744	1,42,307	70,960	80,359	3,54,255	5,78,884
Motoopully re-opened in 1853	0	0	23,534	410	26,510	23	29,485	5,180	34,630	1,716	1,14,159	7,329
Cottapolem ..	4,563	2,202	9,019	3,522	14,344	2,757	14,855	10,070	4,576	9,509	47,357	28,060
Total..	2,30,245	1,27,734	3,78,104	1,72,297	2,56,990	2,03,856	1,31,691	2,64,949	1,32,675	1,83,039	11,29,705	9,51,875

6. The port of Epoorpolem, it will be observed, stands higher than that of Nizampatam in its maritime traffic, and possesses the advantage of a good open roadstead with deep water near the shore, and on this account it may still retain its position, though it has had a great drawback in the whole of the merchant's houses having been burnt down in 1855; but the great advantage at Nizampatam and its neighbouring port of Cottapolem is the harbour that is afforded for shelter and for the repairs of vessels.

7. The Native craft belonging to merchants at Nizampatam and Cottapolem are specified below :

	Nizampatam.	Cottapolem.	Total.
Below 100 tons each	9	5	14
" 200 do. do.	3	12	15
" 300 do. do.	5	11	16
" 400 do. do.	0	1	1
	17	29	46

And the following table gives the tonnage of vessels that have touched at the several ports in the last five years. They have numbered from 150 to 250 annually.

	Fusly 1260.	Fusly 1261.	Fusly 1262.	Fusly 1263.	Fusly 1264.
	Tons.	Tons.	Tons.	Tons.	Tons.
Epoorpolem.....	8,025	11,328	8,363	6,781	4,259
Motoopully.....		1,327	1,025	1,312	1,345
Nizampatam.....	8,749	3,199	3,500	4,663	4,678
Cottapolem.....		8,212	10,339	9,103	5,737
Total.....	16,774	24,066	23,227	21,859	16,019

8. The present consideration embraces not only the Nizampatam harbour but also the neighbouring one at Cottapolem, which in many respects is far superior to the former, for it possesses the advantage of a greater depth of water on the bar, viz. about feet at ordinary high water with a soft muddy bottom, while the bar at Nizampatam which has in the last few years been shifted nearly 2 miles, has only about 5 feet at ordinary high tide, and presents dangerous hard sand in the passage.

9. The relative use that is made of the two harbours may be fairly illustrated by what has come under my own observation during the last month. Cottapolem, I found to have about 30 good sized dhonies, of which several had put in for shelter during the turbulent weather generally experienced in May. Of these 10 have recently put out to sea, five for the port of Epoorpalem to take in cargo, while the other five are now anchored off the Nizampatam bar, and are shipping cargo by means of boats. Again the Cottapolem harbour seems to afford a more perfect shelter, as vessels easily get up the estuary by a circuitous route of about six miles to Cottapolem, which is distant in a direct line about $1\frac{1}{2}$ mile from the shore. In the Nizampatam estuary the violence of the weather is more severely felt.

10. The neck of land stretching out to the extremity of what may be called the Nizampatam bay presents advantages and disadvantages as respects the Cottapolem harbour in screening vessels entering it or anchoring outside from the easterly storms, and also in rendering it more difficult for vessels under some circumstances to get clear out.

11. The local facilities for repairs seem equally good at Nizampatam and Cottapolem, though the former being a populous town, and the latter only a hamlet, the resources are in a great measure drawn from Nizampatam as occasion requires, but the distance between is not considerable.

12. A reference to the accompanying sketch which is traced from the map of the survey of 1818-1820, will shew more clearly the relative positions of the two harbours, and also the drainage nullahs by which they are scoured. A part of the Nizampatam coast has been surveyed and a further portion has been sketched in from observation, to show the great changes that have taken place within the last 35 years. The present features thus ascertained are distinguished by dotted lines, and will be here noticed in contrast with the former outline.

13. It will be seen that the former mouth of the Nizampatam estuary has been entirely closed and that another outlet has been formed to the eastward, which again is screened by a sandbank recently formed and rapidly extending eastward. This sandbank marked S, is mostly covered at high water and breaks the surf in all tides. The position of the present bar is also roughly given. Another new feature will appear in the connection of a branch of the backwater with the new channel as shown at the locality marked F. Thus a new and important influence has been introduced in the direction of the currents and the channels, and this would seem to be of no little moment, judging from the contour of the adjacent formation of sand on the east side of this outlet, and the deep cutting going on on the land joining the other side, as well as the projection of the opposite sandbank nearly in front of this new junction.

14. The rapidity with which these important changes have taken place is very remarkable, for when I was here six years ago the former outlet in a direct course from Nizampatam was in existence, and the greater part of the sandbank alluded to has risen up in the same interval.

15. The causes by which these changes have been effected will probably be traced in the influence which has been brought to bear upon the streams which conduct the drainage of the country to this outlet into the sea.

16. It will be seen that the estuaries of Nizampatam and Cottapolem are joined together by a backwater D running between them. This is not deep throughout, but forms a complete communication. The Nizampatam estuary receives the large stream marked A and a smaller one B, the former carries the drainage of a considerable part of the Delta in a line from the Kishna at Seetanagrum along the old Toongabhadra water course and has had great accessions, first in 1841 by the connection of the Toongabhadra with the Kishna, and subsequently by the more continuous streams from the annicut. It also receives the surplus from the Baupetta and other tanks fed by large streams from the westward.

17. The other water course marked B has also had considerable additions made to its supply in the Kishna water introduced by the Vellatore channel since 1838, for the surplus of which it forms a drain.

18. How far these increased currents have contributed to effect the changes above described, may more properly belong to the professional department to determine, but the fact appears clear that with the additional means of scouring the backwater and thus improving the Nizampatam harbour, it is now in a much worse state than formerly or even six or seven years ago, the entrance being now circuitous and uncertain, instead of direct from the south and probably with less depth of water.

19. It remains then a serious question as to how far the influences above described may now be directed so as to secure an improvement in the present unsatisfactory state of things, and also whether it may not be expedient to re-open the former outlet and secure a proper scour for it by auxiliary works for regulating the direction of the streams.

20. While, however, it may be argued that with the superior advantage in some respects possessed by the Cottapolem harbour, it may not be desirable to incur any considerable outlay for Nizampatam, still the latter should certainly not be entirely neglected, even if the preference is given to the other, especially when the state of things appears to be rapidly getting worse every year.

21. The Cottapolem harbour is scoured by a stream C, which catches a share of the Kishna water introduced by the Vellatore channel, and also by the drainage and river floods of the adjoining part of the Delta. The annicut channels will provide a further additional quantity in their surplus.

22. Various minor improvements will doubtless be suggested by an examination of this harbour; but one appears particularly desirable in connecting it with the Kishna. A direct cut marked E. to Yetimoga would only require an excavation of three miles. I am informed that a channel in a more circuitous direction does already exist for some part of the distance. This with some little clearing of the backwater between Cottapolem and Nizampatam would open out a water communication between the latter place and Masulipatam by a branch of the river at Avenegudda, a few miles above Yetimoga, and the Chinnapuram canal, which I hear is being improved. This line of communication deserves the better consideration, as the land transit is almost impracticable during some parts of the year. It may probably be effected at a very moderate cost compared with the advantages to be derived.

23. It may also be considered in a still more important light as an extension of the proposed eastern coast canal, which I gather from the sketches recently sent to me, is intended to terminate at Nizampatam, where it will connect with the Kishna channels from the annicut at Bezoarah; the latter may perhaps be the better line of communication to Ellore and Rajahmundry, but would necessarily involve a very circuitous route to Masulipatam, which may be obviated by the more direct route now suggested.

24. It appears also very necessary that the Cottapolem harbour should have some direct connection with the annicut channel to run along the right bank of the Kishna, and perhaps this may be made in a line somewhat higher up than the direct cut to Yetimoga above suggested, which falls into the river several miles below the branch now connected with the town of Masulipatam.

25. As changes are now rapidly going on and the influence by which these are effected are being increased by the drainage from the Kishna irrigation works, it is highly important that an immediate examination should be made of these harbours, with the view of determining what is expedient to be done for their improvement.

26. In connection with the above subject it may not be irrelevant here to notice a small inlet at Chena Ganjam lower down the coast, which affords facilities for the shipment of salt from the stores at that place. This is the more necessary as the Nizampatam salt works have been ordered to be abolished, and Chena Ganjam alone will supply salt for export by land or by sea. The creek at this place runs up to the vicinity of the salt yards, which are about two miles

from the sea, and it is intended to construct two new yards on its bank, to provide at the same time for the deficiency occasioned by the discontinuance of all the other salt works, as well as for export by sea. The creek has about six to 10 feet depth of water at half tide, and about eight feet on the bar at high water and about four at low water. Boats can thus even now convey salt to vessels anchored in the roadstead, but the creek should be dredged and deepened so as to admit boats of a larger size, and this could probably be done at a small cost as the distance to be cleared is small.

Guntoor Collector's
Cutcherry, Dindy,
30th June 1856.

H. NEWILL,

Acting Collector.

(True Copy.)

(Signed) J. D. BOURDILLON,
Secretary to Government.

PUBLIC WORKS DEPARTMENT.
Public.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following papers.

From Colonel A. COTTON, Commandant of Engineers; to J. D. BOURDILLON, Esq.,
Secretary to Government, dated 2nd November 1859, No. 419.

With reference to proceedings of Government of 2nd September 1859, No. 2105, on the subject of the ports of Guntur, I beg to apologize for having so long neglected to comply with the order.

I am quite unable to give any opinion on the particular ports alluded to, as it would require a very careful personal inspection of them, and I should require the advice also of a nautical man on the subject. But on the question generally, I beg to state my views as follows:—

1st. The trade of these ports is at present exceedingly small. The average at the most important of them Epoopullun is only three lacs a year for exports and imports together, the west Nizampatam, is 90,000 Rupees; the other two are quite trifling.

2nd. They are all almost without material advantages, having no shelter for ships, and bars with very shallow water.

3rd. They certainly cannot be made into good harbours, except at a greatly disproportionate expense.

4th. But the main point in the question seems to me undoubtedly to be, that the internal water communications will almost or quite put an end to the use of those minor ports as places of shipment. For foreign trade the great ports where the merchants reside and the ships principally resort, are always the most convenient for shipping produce; and for the petty country trade, the coast canal will be far cheaper than the sea navigation. It seems certain that before very long the coast canal will be completed between Kakinada and Madras, and equally certain that when it is open, nothing will be carried by sea parallel with it. Even without the line from Guntur to Madras, probably the communication with Masulipatam and Kakinada now so nearly completed, will draw almost all the produce to those ports by the canals.

5th. At the present time the insignificant means placed at the disposal of Government for such purposes, would I think be far better concentrated upon the great ports, so that whatever might be done at some future time, it seems waste of both time and money to pay attention to the minor ones. The question in the present state of things is surely how to apply in the most effective manner what means we have.

It is nothing but the total want of internal communication that has led to the use of those wretched ports, where vessels are exposed to great risk in approaching them, and there are none of the conveniences for trade which the great ports have.

What I would recommend with reference to this subject is, that the coast canal should be completed by whatever means. I cannot but think, the irrigation company would undertake it.

Not only in a commercial but in a military point of view, it is a work of great importance. By means of it, troops could be embarked at Madras without any of the disadvantages of going on board ship, and conveyed at a far less expense than by sea, and without risk, or trans-shipment, they could be carried on up the Godavari, and at almost any speed.

The length remaining to be cut is from Doogoorauzepatam to Nellore, 40 miles, and Nellore to Guntur, 160 miles, in all 200 miles, which at the utmost would not cost above 20 lacs, or 10,000 Rupees a mile. A traffic of only 80,000 tons at a light toll of 1 pie a mile, (the same as on the present northern canal), would provide for half the interest and management, at 8 per cent., the other half being paid by passengers besides the receipts from irrigation, so that there can be no question about ample returns; but in fact, no toll would be necessary, as the irrigation returns would be abundant.

I would strongly urge that we should be careful now not to waste our time and means upon patching up an old state of things which is entirely passing away, but to keep constantly in view the new state of things which the works now in progress are introducing.

A capital of a million would be quite sufficient to complete this line of canal from the Chilka lake to Madras and on to Negapatam, and to make perfect harbours of Coringa and Madras, providing for a ship break-water for the latter, and including a great extent of irrigation from the canal.

Nothing can be more certain than that we are now in a position to carry out these complete works, of which so considerable a part is already done; there is not the smallest difficulty about money. There is now no excuse whatever for a system of patch work. The difficulty is fully to realize the change of circumstances which has taken place, and the total change of proceeding which it demands.

I cannot doubt that the irrigation company would willingly undertake all this; these works are intimately connected with the works already decided upon, the enormous sum paid into the treasury by them, about eight times what was demanded, (and it is still pouring in), shew how thoroughly the public approve of the scheme. And now that a sound foundation is laid by the establishment of such a company, it is surely advisable to take full advantage of it.

I would also point out that the sea navigation totally fails in the most essential point, the conveyance of native passengers, ninety-nine hundredths of those who have to travel on this line are totally unassisted by it, and no improvement of the minor ports will have the least effect in this way. Surely this is in many ways an essential point in the well being of the community. I suppose if this line were worked by steamers at six or eight miles an hour and at $\frac{1}{2}$ pie a head a mile, there would be an average traffic in passengers of at least 500 a day, or 1,50,000 a year, and it is impossible to calculate the effect of such intercourse.

Minute by the Honorable the President, dated Gindi, 7th November 1859.

I agree with Colonel Cotton that the Coast Canal should be completed, but had rather that it should be done by the Government than by a Private Company.

2. But I do not take the same view as he does about the local Harbours. The saving of the expense of inland carriage, even by canal, is such an important object, that, in every country, bulky produce intended for exportation naturally seeks the nearest Sea Port.

3. In the present stage of progress of this part of India, it is desirable that all our Ports and adjoining Estuaries and Rivers should be surveyed; and that concise Reports should be made on:

- 1st. The nature and extent of the present trade.
- 2nd. The probability of its increase.
- 3rd. The present state of the Harbour and of the navigation (if any) connected with it.
- 4th. Their susceptibility of immediate improvement at a moderate expense; and
- 5th. The larger improvements of which they may ultimately be capable.

4. This Report might with advantage first be made on the seaboard of the Kishna and Godavari Districts, which will include Guntur.

5. I propose that the Superintendent of Marine should be instructed to state who are the best qualified persons available for this service.

C. E. TREVELYAN.

Minute by the Honorable WALTER ELLIOT, dated 10th November 1859.

The importance of completing the Coast Canal is unquestionable, and I hope no obstacle will be allowed to delay it.

2. I agree with Colonel Cotton, that it would be desirable to entrust farther operations to a Company rather than wait for an improved condition of the finances. Indeed, I have always thought that works of this kind were more suited to the enterprize of Joint Stock Companies than irrigation schemes.

3. There can be no objection to the plan of sending an Officer to report specially on all the East Coast Harbours; but I should not be inclined to advocate a large expenditure on them. Their natural advantages are very few, the coast must always be closed to trade during the monsoon months, and a Coast Canal will intercept all commodities, bulky or compact within a mile or two of every Harbour on the Coromandel Coast.

Minute by the Honorable W. A. MOREHEAD, dated 10th November 1859.

I agree with Mr. Elliot—there never can be harbours on this coast—the ports cannot be rendered safe—and the surf will always act as an obstacle to the transport of goods by sea when the Canal is opened.

2. The completion of the Coast Canal is important. I would not, however, as matters now stand, hand it over to a company.

3. The sum required to finish the Canal is not large. I presume that no company would purchase of Government the Canal and the works connected with it, even if Government would consent to such an arrangement—and unless they did so, I do not understand how a Joint Stock Company could be allowed to take part in the work.

ORDER THEREON, 25th November 1859, No. 2746.

Ordered that a copy of the above letter and of the Minutes of the Honorable the President and Members of Council be forwarded to the Superintendent of Marine, and that he be requested to report whether he can mention a competent officer to survey and report upon the ports referred to, also what arrangements and assistance would be necessary and what would be the cost.

2. Colonel Cotton's suggestions respecting the canal will be considered separately.
(True Extract.)

(Signed) J. D. BOURDILLON,
Secretary to Government.

To Colonel A. T. Cotton.
To the Chief Engineer.
" Superintendent of Marine.

Exd. Wm. Thomas.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following letter from J. J. FRANKLIN, Esq., Superintendent of Marine; to J. D. BOURDILLON, Esq., Secretary to Government, dated 29th November 1859, No. 4705.

I have the honor to acknowledge receipt of the Proceedings of Government, under date the 25th instant, No. 2746, and to state that of the Marine officers I am acquainted with, Lieutenant A. D. Taylor of the Indian Navy, who has been employed in surveying the Malabar Coast and its backwaters, is the one in my opinion, best qualified to furnish the information required respecting the ports therein referred to, which I take to be those marginally noted. Lieutenant Taylor is now engaged in prosecuting a survey near Bombay, and if he cannot be spared, or if he is about to proceed to England, which he stated some time since to be his intention, I would point to Lieutenant Sweny of the same service, as competent to furnish the reports. He is now in charge of a surveying party in the Bay of Bengal, under the orders of the Bengal Government, and during the S. W. monsoon repairs to this coast for the purpose of completing its survey from Ennore to Point Calimere. The work has progressed as far as Sadras or thereabout, leaving the southern part unfinished. This officer will probably be here in March next, and might be employed with advantage and without any additional expense beyond that of his surveying establishment, which probably amounts to about 3,000 Rupees a month.

2. The coast line and sea soundings have already been laid down by the late Commander Fell, I. N. There is nothing, therefore, for a Marine officer to effect beyond the delineation of the creeks or backwaters and the soundings therein, and the submission of his opinion as to the improvements of which they are susceptible. It must be borne in mind that these ports with the exception of Nursapoor and Nizampatam are not harbours but open roadsteads.

3. The officer charged with the duty should be placed in communication with the Collectors of the districts, who would afford him information as to the actual trade of the ports, and the probable increase that might be expected from any additional facilities introduced.

ORDER THEREON, 6th December 1859, No. 2837.

The arrangements suggested in this letter for the survey and report required by Government on the ports of Guntur and other northern districts, are approved; and the correspondence on the subject will be referred to the Marine Department, in view to the necessary steps being taken for giving effect to Captain Franklin's recommendation.

(True Extract.)

J. D. Bourdillon
Secretary to Government.

To the Superintendent of Marine.
" Marine Department.

with correspondence.

Exd. Wm. Thomas.

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6-7 No 12 of
Proceedings of Govt
the J. M. V. J. J.
No 2837

7-7-58 } December 1859.
Xmas eve

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Spae 27th

Communicating a

to the from the 18th of
March, suggesting certain
arrangements to get the slaves
sent to port on the basis of
Canton & the Northern
Districts, in view to the
necessary steps being taken
in the Marine Department for
giving effect to Captain
Frogg's views & recommendations.

Smith and Oredon

The Superintendent of

Harriet will advise Wm. of Dr. Sweeney's visit to

This coal next year
in view to the necessa-
ry arrangements being
made for the Survey of
the ports in question.

Ordered that copies of the ev-
idences received with
the above Proceedings be for-
warded to the Collectors of the
Mishna & Gadavari Dis-
tricts for their informations.

The Dept. of Marine

the sign of pressure.
" Collr. of the Trustees Dietrich with Care-
" of the Goddard do
" Rev. Board with 8/11/25 2837. } pendence